

INTIMATION.

A. S. WATSON & CO.
LIMITED.

ESTABLISHED A.D. 1841.

CHEMISTS, DRUGGISTS AND
PERFUMERS

BY APPOINTMENT TO THE GOVERNOR.

WATSON'S
ORIENTALTURKISH
BATH SALTS.

REFRESHING AND INVIGORATING.

The only preparation of its kind which does
not lose its perfume in Hot Water: Heat only
serves to enhance its fragrance.WATSON'S
CARBOLIC
SOAPS.

RECOMMENDED BY THE MEDICAL FACULTY.

WATSON'S
CORN PAINT.A CERTAIN CURE.
HIGHLY RECOMMENDED.A. S. WATSON & CO.
LIMITED.THE HONGKONG DISPENSARY.
ALEXANDRA BUILDINGS.

Hongkong, 6th May, 1907. 30-1

NOTICE TO CORRESPONDENTS.

Only communications relating to the news columns
should be addressed to the Editor.
Correspondents must forward their names and ad-
dresses with communications addressed to the Editor,
not for publication, but as evidence of good faith.
All letters for publication should be written on
one side of the paper only.
No anonymous letters or communications that have
already appeared in the paper will be inserted.
Orders for extra copies of the Daily Press should be
sent before 11 a.m. on day of publication. After that
hour the supply is limited. Only supplied for Cash.
Telegraphic Address: PAXOS, OCEAN, A.S.W. with Ed
Lieber.
P.O. Box, 33. Telephone No. 12.

DEATHS.

On March 6th, at Johannesburg, Mrs. JANE
WIFE OF ROBERT DAVIDSON GRAY, of the Chinese
Consulate Staff.
On May 6th, at Shanghai, Mrs. L. MARSHALL.

LONDON OFFICE: 104, DES VUE ROAD, G.
LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, MAY 13TH, 1907.

The proverbial politeness of the Chinese
does not always stand the test of new and
alien circumstances. The native cere-
moniousness at a tea party, say, finds no
corresponding civility on an electric train.
The way in which the "end seat hog"
monopolizes Hongkong trams is becoming
serious enough to warrant the intervention
of the management. The conductors, who,
with very rare exceptions, are very well
behaved towards the general public, might
be instructed to discourage the habit that so
many men have of sticking like a limpet to
the end seat next the entrance, and blocking
or making inconvenient access to the
remaining seats. Judging by a formidable
communication received yesterday from
Swatow, the railway has worse effects upon
manners than the tram has. Fifteen closely
typed foolscap pages of complaints about the
management of the Chao-chow and Swatow
Railway Company Limited would overburden
our readers, so we skim them. It is the
ticket-collectors, guards, and other servants
of the railway by whom the public is
"insulted, assaulted, and generally ill-used"
there. One ticket-collector, suspecting that
the luggage of "a spotted Chinese gentle-
man" contained silver dollars, "liable to a
freight charge on the value" ordered it to
be opened, and slapped the servant who
refused. When the gentleman remonstrated,
he too received a blow that smashed his
spectacles. Being a Straits-born British

subject, he naturally resented this, and
lodged an official complaint. The ticket-
collectors on that line have a playful habit
of awaking sleeping or inattentive passengers
by kicking them on the shins—which is
worse than the Hongkong tram conductor's
method of prodding with a stiff forefinger.
It is not the Japanese employees, our corre-
spondent states, but Chinese, who so grossly
mistreat. The present arrangements on the
line, of stations, waiting rooms, ticket
windows, entrances, and so on, throw all
classes together, as our correspondent puts
it, "into a complete state of hotch potch,"
and the subordinate officials apparently
have decided to simplify things by
treating all alike like coolies. The effect
of a uniform on a Chinese wearer
seems to transform a peaceful workman
into a truculent mandarin. However,
the Railway authorities seem to deplore
this state of things as much as any-
body, and in reply to complaints urge
that the railway has been operated only
four months, and that it will take time to
train servants. They have to begin in all
cases with raw hands, and when they find
one is not adaptable, they discharge him
and try again. "Our patrons, too, as a
rule, are unused to railways, and therefore
make our work doubly hard." The man
complained of had been dismissed, and
ample apologies tendered, but still the
touchy, Straits-born Chinese are not satisfied,
and they proceed to attack the mild and
apologetic management. "The manage-
ment of a railway should be perfect from
the start. The manager or superintendent
should not be an inexperienced man. No
European railway company would take, as
its manager or superintendent, any man
simply because he happened to have invested
his capital in the line. It may be Chinese
to become a Mandarin by paying money,
but it is wrong to become a railway manager
that way, because, while in the former case
only the subjects of China are affected by
the government of the mandarin, in the
latter case the subjects of every nation in
the world are affected." Evidently
China has no more scornful critic than
the Straits born Chinaman. He envies an
English doctor, the hero of an incident
incorporated in the *dossier*, who seized a
cheeky ticket-collector and held him up,
as if to throw him off the train, while the
rascal apologised and begged for mercy.
That is how he would treat all Chinese who
"do acts disgusting in the extreme to
delicately brought up persons." For this
Straits born gentleman, whose chief com-
plaint is that the new railway allows such
a democratic mixture of passengers, is
distressed by the "selfishness and con-
servativeness as are characteristic of the
sons of the Celestial Empire, which is quite
a standing block in the way of reform," and
strongly recommends European manage-
ment. The Singapore Government must
have quite an easy time of it, with such
sweetly reasonable subjects.

The German Mail of the 10th April was
delivered in London on the 9th inst.

There were two plague cases recorded on
Saturday—the total to date being 31.

Monday, May 20th, and Friday, May 24th,
have been gazetted as Government holidays.

It is notified in the *Gazette* that Mr. A. P.
Guterres has been re-instated in the office of
first clerk, Mercantile Marine Office.

A watchman at the Kowloon Docks was
brought before Mr. Hazeland at the Magistracy
on Saturday, and fined \$5 for sleeping while on
duty.

The V.R.C. hope to have their temporary
mashed on the new site adjoining the Naval-
yard, erected by May 24th. It is proposed to
celebrate the occasion by holding an "at home."

The list of persons qualified to practise
medicine and surgery in Hongkong is published
in the *Gazette*, which also contains a list of
copyright works issued by the Board of
Customs, London.

The May Criminal Sessions will be formally
opened on Saturday 18th May, and then
adjourned until Tuesday 21st May. Jurors
who have been summoned for the 18th are not
required to attend until Tuesday, 21st May, at
10 a.m.

The extract of meteorological observations
made at the Hongkong Observatory during the
month of April shows that the average maximum
temperature for the month was 72.9, and the
minimum 65.7 degrees, while the total rainfall
was 11.755 inches.

H. E. the Officer Administering the Govern-
ment has been pleased to appoint provisionally
until further notice, Mr. G. N. Orme to act as
second police magistrate, and Mr. E. D. C.
Wolfe to be Inspector of Schools during the
absence on leave of Mr. E. A. Irving.

The Missionary Conference jogged along
through its seventh and eighth sittings
peaceably, but when the subject of "Unity"
dropped up again in the ninth session, they were
at it hammer and tongs. It is hardly necessary
to quote further examples.

All rumours, propagated by Chinese papers,
which stated that work on the railway from
Tientsin to Tsinanfu and Chinkiang was to
begin immediately by Chinese Syndicates of
Chihli, Shantung and Kiangsu, are unfounded.
Chinese engineers, however, have started
preliminary work for a railroad from Tientsin
to Tschow and Shantung, on the Peking-Han-
kow Line.

Shum has soon got to work. An Imperial
Decree, dated May 6th, says:—Tsia Chün-hsun
President of the Ministry of Posts and Com-
munications, in an audience before us this
morning verbally denounced Chu Pao-kuei
Senior Vice-President of the same ministry, on
the ground that his reputation is bad, and that
his talents are of a mediocre nature. For these
reasons we hereby command that the said Chu
Pao-kuei be forthwith cashiered and dismissed
from his post.

The Victoria Amateur Dramatic Club intend
to present at an early date an original play in
three acts entitled "Forgive and forget," by
Mr. S. H. Odell, M.S.A. It will be produced
in St. Patrick's Hall under the personal
supervision of the author. The cast includes
the following ladies and gentlemen who are not
unknown in local amateur theatricals: Mr. J.
P. Le Grove, Mr. J. B. Northam, Mr. A.
Askew, Mrs. A. E. Robinson, Mr. W. F.
Cullen, Mr. C. H. Griffiths, Mr. J. Little, Mr.
T. William, and Mr. R. G. Turner.

William Kewick told a sad tale to Mr.
Hazeland at the Magistracy on Saturday.
Charged with being drunk and dis orderly on
board the *Empress of Japan*, and also with be-
ing on board without permission, he stated that
he went to the ship to look for a job as he had
been left behind by the *Empress of India*, on
which he had been employed as a seaman. He
came ashore, got drunk, was robbed of all he
possessed, and when he recovered his senses the
ship had gone. He had spoken to the chief
officer of the *Empress of Japan*, and he
thought he could persuade that officer to give
him a job. His Worship adjourned the case to
give him an opportunity of seeing the officer.

A remarkable and romantic career is recalled
by the death, which has just taken place, of
the Rev. Jacob Thompson, of Kew, for nearly twenty
years chaplain of Medway Mission to Seamen.
He was a son of Jacob Thompson, of Penrith,
the Cumberland landscape painter, who was
"discovered" by the Earl of Lonsdale in 1829.
When still quite a boy he ran away to sea, and
spent a number of years in the merchant service,
in which he reached the rank of first mate. On
one occasion, while in the China seas, his
vessel was captured by pirates. Thompson,
however, managed to escape by jumping over-
board, and was eventually picked up by a
passing ship. Later on he had another terrible
experience, his ship catching fire while he was
on the voyage home from New Zealand. The
second narrow escape had a great effect upon
him, and he then and there decided to lead a
new life. On arrival in England he devoted
himself to serious study, and by steady
perseverance succeeded in obtaining a scholar-
ship which enabled him to enter Durham
University, and with the help of other prizes he
was able to complete his education for the
Church. He began with a curacy at Durham,
and after holding another similar post, took up
the work on the Medway with which he was so
long associated.

"AN UNTRUE ROBBERY IN PO
WAH STREET."

[We think our readers will enjoy the follow-
ing contribution more in its anecdotal form.
Here it appears, just as it reached us.]

The robbery perpetrated in the So family
residence in Po Wah Street has now been
followed up to the fact that it was a false
alarm raised by the inmates. It would seem
that the shock caused by the gunpowder
magazine explosion on the 2nd instant was so
keenly felt in this house that all doors and
windows were thrown open in a terrific force.
One of the servants thinking that a gang of
burglars was breaking into the house shouted
in the loudest voice possible for their arrest.
The police on ascending the roof had accident-
ally fired a shot into the street which killed
one joss-stick hawker, and injured another
passerby. These policemen are now suspended
to answer a charge of manslaughter.

LATEST STEAMER MOVEMENTS.

The I.G.M. str. *Prins Waldemar* which left
here on May 3rd has arrived at Yokohama on
Saturday 11th May at 10 a.m.

The str. *Kamang*, from Calcutta and the
Straits, left Singapore for this port at 6 a.m.
this morning.

The N.Y.K. str. *Kumano Maru* (Australian
Line), left Manila for this port on the 11th
inst., and is expected here on the 13th inst.

The N.Y.K. str. *Niko Maru* (Australian
Line), left Nagasaki for this port on the
10th inst., and is expected here on the 14th
inst.

The N.Y.K. str. *Bombay Maru* (Bombay
Line), left Singapore for this port on the 9th
inst., and is expected here on the 15th inst.

The steamer *Erroll* sailed from Moji yester-
day (10th inst.), and may be expected here on
or about 15th inst., p.m.

The N.Y.K. str. *Kanagawa Maru* (European
Line), left Singapore for this port on the 10th
inst., and is expected here on the 16th inst.

TELEGRAMS.

[DAILY PRESS' EXCLUSIVE SERVICE.]

AN HEIR TO THE SPANISH
THRONE.

LONDON, May 11th.

The Queen of Spain has given
birth to a son.

[REUTERS' SERVICE.]

THE WRECK OF THE "POITOU"

LONDON, May 9th.

One hundred people perished in the wreck
of the *Poitou*. A heavy sea prevents access
to the wreck, to which many survivors are
clinging.The remainder of the crew and passengers
of the *Poitou* with the exception of 13 have
been saved.

PRINCE FUSHIMI'S VISIT.

LONDON, May 9th.

Woolwich is en fête on the occasion of the
visit of Prince Fushimi to the Arsenal.
Prince Arthur of Connaught dines Prince
Fushimi in the evening at Ritz's.

May 10th.

The Aldershot review, in honour of
Prince Fushimi, was cancelled on account
of bad weather.

To-day Prince Fushimi drove in state to
receive an address in the Guildhall, which
was festooned with Japanese and British
flags. The streets were everywhere decorat-
ed with Japanese flags, and crowded with
people. The weather was bright with
sunshine. The company at the Guildhall
included the Prince and Princess of Wales,
the Duke and Duchess of Connaught, Sir
Charles Hardinge, and Lord Fitzmaurice.
When the royal procession entered the
Guildhall, the choir of the military school
sang the Japanese anthem in Japanese.
Prince Fushimi in reply to the address
expressed his gratitude for the hearty recep-
tion he had received. After the address the
Prince took luncheon at the Mansion House.

THE UNITED STATES AND JAPAN.

LONDON, May 9th.

The Berlin correspondent of the *Standard*
states that Japan is negotiating with the
United States an agreement for the settle-
ment of mutual questions in the Far East.

THE FRANCO-JAPANESE
AGREEMENT.

LONDON, May 9th.

The German newspaper *Kölnische* says
that the status quo in China of the French
eastern possessions accords with the wishes
of Germany.

THE RUSSO- AND FRANCO-JAPANESE
AGREEMENTS.

LONDON, May 9th.

The *Times* says that the agreements be-
tween Japan and Russia, and Japan and
France, uphold the Anglo-Japanese Treaty
in a manner which renders it unassailable
for any number of years.

PLANNING VAST STRIKES.

THREAT TO STOP ALL FOOD SUPPLIES FOR
PARIS.

A Paris message dated April 7th said:—
The demands of the labour organiza-
tions are complied with, strikes of colossal
proportions will be begun throughout France
this week. All the men connected with the
food distributing industries, as well as the
sailors and the carpenters, have presented
ultimatums to the employers.

Disaffection has existed for some time among
the Paris workmen, especially the bakers, and
the authorities have kept troops ready to be
called out at a moment's notice. The execution
of the National Federation, which combines the
bakers, bakers, draymen, and allied trades,
decided at a meeting at the Labour Exchange
to-day to strike on a definite date. This is
believed to be Thursday next.

It is the intention of the strikers to cut off
the entire food supply of the city at a moment's
notice. All the necessities of life will be
affected and unless the National Federation is
thwarted, the strike will extend to every town
in which it has branches.

A mass meeting of the members of the
federation has been called for Thursday morn-
ing, and in the meantime the labour leaders will
use every effort to rally their followers, and
perfect their organization for a prolonged fight.

Circulars have been issued to the provincial
branches asking for addresses to which secret
messages may be sent without fear of being
intercepted by the Government.

At meetings of the sailors' organizations at
Marseille, Havre, Nantes, Bordeaux, Tonkin,
Dunkirk and Brest, it was decided to-day to
proclaim a general strike. The sailors are
demanding that after twenty-five years' service
they shall be entitled to a pension of 224 a year.

The fishermen in several districts have also
threatened to strike.

The naval authorities have made preparations
against the stoppage of the mail service between
Marseille and Tunis, and destroyers are in
readiness to transport the mails if necessary.

The carpenters have decided to order a strike
throughout Northern France, and at a meeting
at Lille to-day they decided to begin to-morrow.

Nine hundred men engaged in the tobacco
factories at Nantes went on strike to-day
demanding an increase in wages.

The labour outlook throughout France is very
gloomy, and it is feared that serious distur-
bances may take place between now and Labour-
day—May 1.

PROMENADE CONCERT.

Delightful conditions favoured the first
promenade concert of the season on Saturday
evening. The Volunteer Parade Ground was
kindly placed at the disposal of the promoters—
the committee interested in the fund for a new
organ for the Union Church—and the strings
of lanterns hung about the square invested
the ground with a special glamour, while the
temporary platform was not inattentive in its
gay garb of bunting. The attendance, which
was fairly numerous, included H. E. the
Officer Administering the Government. The
Alexandra Quartette opened an excellent
programme with the plantation song "When
you hear the hump," which was a very accept-
able contribution. Their second effort the
initial item in the second part of the programme,
and was exceptionally well done, and the
last verse of the plantation song "Far, Far
Away" had to be repeated before the audience
would consent to their retreat. Mr. P. W.
Goldring's tenor voice was heard to advantage
in "Love, could I only tell thee," and an encore
being demanded, he complied with another
pleasing little melody. Miss Blair, who is a
favourite reciter, essayed "The Faithful
Lovers," but her voice was hardly strong
enough to carry as far as was necessary
here. The song by Mr. Frederick
Carr pleased his auditors and his second
effort, an impersonation of a negro minstrel
at Margate, was particularly successful. Mrs.
Newborn again carried off the honours of
the evening, her clear ringing voice telling
with wonderful effect in the evening air. "A
Woodland Madrigal" was rendered with all her
exquisite vocal charm. She had to respond to the
inevitable encore and delighted her hearers with
a pretty little song, prettily sung. Mr. W. G.
Worcester, with his song and patter "The
Mayor of Muckendyke" supplied a humorous
element which was in excellent taste, and Mr.
R. Sutherland added to his reputation as
humorist by his pawky rendering of "English
as she is spoke," his encore piece also producing
the same degree of mirth. Mrs. R. Hancock
received a flattering reception which developed
into the highest appreciation as she sang
"Come close, beloved," and she had to appear a
second time. Mr. George Lammer's singing of
"Queen of the Earth" was much enjoyed and
he had to respond to an encore. Mr. F. F. Jell
gave another exhibition of his skill on the violin,
and had to play more than one selection. Mrs.
Newborn's was the last name on the programme,
and as was only to be expected, the audience
were not satisfied until she had added to her
beautiful rendering of "An Interlude." The
singing of the National Anthem terminated a
very successful promenade concert.

CANTON.

(FROM OUR CORRESPONDENT)

May 10th.

CHINESE PRISON REFORM.

The Nam Hoi Magistrate is anxious to
teach prisoners crafts and trades as is done
in Japan, and is purchasing apparatus
therefor.

SHUM AGAINST CHOU FU.

A telegram received here yesterday says
that ex-Viceroy Shum has memorialized the
Throne, pointing out faults of his successor
at Canton. His chief allegation is that Chou
Fu is too old to occupy the position.

ARRIVAL OF NEW TARTAR GENERAL.

It is reported that the new Tartar General
will arrive in Canton in about a week.

MARRIAGE OF ASSISTANT TARTAR GENERAL.

Marquis Li's wedding will take place about
the 20th instant. The dinner will be given at
the Manchou Banner Hall. The bride is said to
be the daughter of one of the Ministers of the
Council of State, and she has not as yet arrived
from Peking. It is to be remembered that this
marriage, contracted between Han or Chinese
and Manchou, is a first instance of the kind in
high life.

CHINESE BANKRUPTCY AND BRITISH COURTS.

Tsotai Wen has laid before His Excellency a
proposal regarding the discussion with the
Hongkong Government, in the matter of
Chinese declaring bankruptcy in British Courts.
He states that through their being granted such
privilege, the local authorities have often
been obliged to exercise jurisdiction over them if
they should get into money trouble in Canton.

KULANGSU (AMOI) MUNICIPAL
COUNCIL.

Minutes of a meeting of the Council, held at
the Board Room, Kulangsu, Amoy, on the 23rd
April 1907:

Present:—Messrs. W. H. Wallace, (Vice
Chairman), C. A. V. Bowra, Huang Ts'an-chow,
the Health Officer, and the Secretary.

1. The minutes of the last meeting are read,
and confirmed.

2. A letter is read from the Chairman, Mr.
F. B. Marshall, resigning his seat on the Council,
owing to his departure for some six months
from the Island. It is unanimously decided to
place on record the Council's appreciation of
the services Mr. Marshall has rendered to the
community as a member of the Council, and to
the Council as their Chairman, and the Vice-
chairman is requested to communicate this
resolution to Mr. Marshall.

3. It is decided to plant some quick growing
trees on the north side of the Tennis Ground.

4. The Superintendent of Police reports that
the following cases have been heard in the
Mixed Court since the last meeting:—

SUMMONSES.
Assault 1, Breach of Municipal Regulations
5, illegal possession 1, Debt 1, Contempt of
Court 2.

SUMMARY ARRESTS.
Burglary 1, Assault 1, Attempting to escape 1.
D. W. H. WALLACE,
Vice-Chairman.

By order.
C. BERKELEY MITCHELL,
Secretary.

LOCAL SPORTS.

LAWN TENNIS.

A large attendance was attracted to the
Cricket Ground on Saturday afternoon to
witness the struggle for the club championship,
Mr. H. Hancock having challenged Mr. T. B.
Norrie, the holder. The latter sustained his
claim to the honour, defeating his opponent
6-4, 4-6, 3-6, 6-3, 6-2.

RINGS OF LUSITANO SPORTS.

Considering that the prize was a \$25 cup, the
"Veterans' Race" at the Lusitano club sports
seems to have been very informally managed.
We have received a letter too long, and docu-
mentary evidence too voluminous, to reproduce;
but, we may summarize the complaint of the first
winner, as we have it, *ex parte* from him. He
started at the report of the pistol, and won, and
his name (A. M. C. da Silva) was written up on
the board. The race was "cancelled" and ran
over again, with these curious circumstances:—
that Mr. da Silva was handicapped a few extra
yards, and that on the second occasion—ten
minutes after, before Mr. da Silva had had time
to recover his wind—an official Handicapper
and Starter won it, Mr. da Silva managing, in
spite of all these handicaps, to win second. He
says it was never alleged that he made a false
start, but that the race was run over because the
others started badly. The array of officials of
the Lusitano Athletic sports perhaps know how
to manage such affairs, but it looks odd for the
President, a Judge, the Referee, a Handi-
capper, and a Starter, to compete. If they
allege that Mr. da Silva made a false start, that
settles his claim, under Rule 1, but nothing
can make a win by a Handicapper and Starter,
in such circumstances, look *en règle* to the eyes
of a sportsman.

JAPANESE MONSTER BATTLESHIP.

TO BE ORDERED IN ENGLAND.

A London paper says:—The "boom" in
Dreadnought continues. The design and con-
struction of the monster battleship, first of a
new order of ships, by the British Admiralty
has proved a magnificent stroke of business for
this country. From the business point alone,
the *Dreadnought* has paid for herself many times
over in the orders for battleships which she has
brought from foreign Powers.

Brazil and the Argentine have either ordered
or are about to order in this country battleships
to the value of some £20,000,000, all of the
Dreadnought type with improvements. Chili
will also sooner or later place orders for some
of the new type in this country. But the biggest
battleship of all is to be built in England for
Japan.

It was supposed three years ago, when battle-
ships and armoured cruisers of large size were
first laid down in Japan, that all future vessels
for the Japanese Navy would be constructed at
home. The Japanese Admiralty, however, has
a full programme in the Japanese yards, and
as it wants ships quickly it has decided to
have recourse to England. The Japanese hold
that British shipbuilders are the only firms in
the world with a wide experience in fitting
powerful turbines and designing battleships
with a uniform armament of heavy guns. They
were absolutely satisfied with the ships and
weapons ordered from England before the war.

A Japanese Commission is now on its way
to this country to conclude a contract with
one of the British firms for the construction of
the largest battleship in the world, displacing
about 21,000 tons. The cost of this vessel will
be about £2,500,000, and her armament will
probably be something surprising.

The following figures will show the rapid in-
crease in the size of battleships from the date
in 1905 when the British Admiralty gave the
world a lead and established the prestige of
British naval construction:—

<i>Dreadnought</i> (British)	17,000
<i>Temeraire</i> (British)	18,400
<i>Sachsen</i> (German)	18,700
<i>Pacificator</i> (U.S.A.)	20,000
New Japanese ship	21,000

There can be little doubt that within the
next few years the size of battleships will rise to
30,000 tons, or one-fourth less than the new
Cunarders.

The unique experience of British shipbuilders
will place them in the most favourable position
for the building of these monster units, and
should enable them in the future, as in the past,
to sweep the deck of foreign order.

TRUTH SEEKERS AND
DOGMATISTS.

Dr. Howie, in the Glasgow United Free
Presbytery, has expended some perfectly honest
but wholly unnecessary indignation on the
injury done to Divine things by the talk about
Creed Revision and the New Theology, and by
assault upon the Word of God. Clearly Dr.
Howie's indictment, and the discussion of
Assurance on so-called Scriptural truths are not
all inspired by rancorous hostility, while as to
the proposals for Creed Revision our columns
have surely yielded adequate testimony that it
is the Church herself, equally with the world,
which discerns that a re-statement of the
Christian faith must be contemplated. And
the New Theology, however faulty it may be as
a theological document, has at least the merit
of evidencing convincingly the strength and the
sincerity of the opinions that are agitating the
minds of men in and out of the Christian
Church. However wicked the world may be—
and, in the view of the average ecc

TRYING TIMES FOR HARBOUR ENCUMBERERS.

in 1901. These figures taken with the larger percentage of adult females to males, all go to prove that family life is still increasing. This is also the case with the bulk of the American and Eurasian population, but not to so great an extent as the Non-Chinese races, other than Europeans and Americans, number 3,695 as compared with 2,697 in 1901. Of this number, 857 are Japanese and 2,688 Indians. The latter show the very considerable increase of 180, while the former only numbered 100 in the 1901 census. The increase in the number of Indians is to a certain extent due to the employment of a number of coolies on the Kowloon-Canton railway works, and at the time the census was taken there was also a considerable number of men on the way to and from America. The bulk of the Indian population consists of Punjabis, principally Sikhs. There is still a great demand for these men as water carriers. The mercantile class, which forms the minority consists chiefly of Europeans. The Malays number 437, and the Philippine Islanders 198, compared with 65 and 265 respectively in 1901. 257 persons returned themselves as Eurasians. As the result of previous experience I made no special endeavour to ascertain the number of Eurasians in the Colony. As remarked in my report on the 1901 census, the great majority of Eurasians who returned as Chinese. The total Indian population of the Colony, including the New Territories North of the Kowloon Hillland, for the moment Kowloon, is 244,390 as compared with 233,263 in 1901, and 209,005 in 1897. The number of males above the age of 15 years is 151,975 and of females 49,592. These figures show a decrease since 1901, of 780 adult males and an increase of 3,855 adult females. The number of Chinese children under the age of 15 years is 37,736 as compared with 32,771 in 1901. The number of families in the City of Victoria who returned as 25,974 as compared with 14,123 in 1901. These figures may be regarded as satisfactory evidence that family life among the Chinese continues to increase, taking the Colony as a whole. The decrease in population in the City of Victoria consists almost entirely of adult males, while the number of women and children has increased. In Old Kowloon where the population shows a very large decrease, there are 32,209 adult males (16,000) and 16,209 adult females, with 9,278 children under the age of 15 years. The percentage of adult Chinese females to adult males in the Colony is approximately as follows:—

Measure. Butternut and 812 Chinese in 1901 are an increase in population being 3,654. The number of Chinese in the Stanley district is 1,276, as compared with 805 in 1901, or an increase of 50 per cent. This principally due to the number of coolies employed at the Kowloon reservoir extension works. There are 1,000 Chinese in the village of Pokfulam. The population in 1901 was 602. The growth of the colony is again, as in 1901, the most remarkable feature of the census. The Europeans and Americans numbered 997, being 432 more than in 1901, which is equivalent to an increase of 43 per cent. The number of Indians and Chinese is 561, as compared with 211 in 1901. The Chinese have increased from 42,978 to 49,154. The percentage of adult females to males is greater than in any other part of the Colony, except New Kowloon. In 1901, this percentage was not quite 23, which is now 25.3. There is every reason to believe that the rapid expansion of Old Kowloon will continue. On the Peak and in Victoria, most of the ground available for sites has already been built over, while in Kowloon there are still built considerable areas available for building purposes. One of the principal reasons for the popularity of Kowloon as a residential quarter is the number of small houses have been built there, which meet the requirements of the large section of the European population who are unable to afford the high rents obtainable on the Peak and the upper levels of the City of Victoria. The number of Europeans, Americans and Portuguese children below the age of 15 years is 452, as compared with only 161 in 1901. The Chinese children below that age number 2,278, the increase over 1901 being 4,132. The non-Chinese population of New Kowloon is 47,361. The Chinese number 7,836. The Europeans and Americans on board the Foreign Shipping in the Harbour number 1,427, and the members of the non-Chinese races 452. The members of the Chinese race were 616 and 355 respectively. Of the Europeans and Americans 388 are British, 373 Germans, 51 Austrians, and 51 Norwegians. In the 1901 census the Germans only numbered 198, while the British numbers were 299. The Japanese numbered 261, and the Indians, who are nearly all employed in British vessels, 22. The number of the Chinese Boat Population for the whole Colony is returned as 42,744. This represents an increase of 2,444 over the 1901 figure, in spite of the loss of life due to the typhoon. Of the above total 23,611 are males and 16,133 females. I believe that these figures are as nearly as possible accurate as the task of enumeration was carried out by the Police with great thoroughness.

The following table shows the number of persons reported to the Police and Harbour Departments as missing was 1,347.			
	Sunk.	Wrecked. Total.	
Passenger Boats ...	71	43	154
Cargo Boats ...	204	491	700
Trading Junks ...	49	181	230
Harbour Boats ...	28	92	120
Fishing Boats and Junks	16	457	473
	373	1,314	1,687

Steam Launches (sunk or wrecked) — — — 34

The number of persons reported to the Police and Harbour Departments as missing was 1,347. It is to be feared that the figure is very much below the mark. Boats which were lost with all hands, as a very large number were, are not likely to have been reported. Also, the greatest loss of life was among the crews of the small craft, which are classified as passenger and harbour boats. Yet the total number of lives reported lost in vessels of the description was only 139. The total loss of life in the boat population of the Colony at the lowest estimate was probably at least 5,000. It is safe to assume that nearly all the boats returned as "wrecked" were total losses, and did not appear among the craft enumerated at the present census. On the other hand a great many launches and lighters had been run aground by the 20th November, and figure in the census return. The latter include a number of new boats of every description, but especially cargo boats, which were brought in from outside the Colony to make good some of the typhoon losses. The boat population found along the southern shore of the harbour numbered 12,250, composed of 7,651 males and 4,599 females. Along the northern shore the number were 8,592 males and 5,104 females, total 13,696. In the rest of the harbour the number enumerated was 3,667 males and 1,143 females total 4,810. The total Boat Population of the Harbour (excluding Shaikwan) is, therefore, 19,220 males and 10,886 females, making a total of 30,106. In 1901 the number was 28,240.

The Boat Population of the Hong Kong Villages is as follows:—

Shaikwan	1,996	1,940
Abberdeen	4,396	5,142
Stanley	5,437	5,283
	685	59
	12,538	11,534

FRANCE AND SIAM.
THE "TIMES" COMMENTS

T. B. HALL & CO.'S
"BOAR'S HEAD" BRAND
 LIGHT, SPARKLING
PALE ALE
 (IN PINTS AND SPLITS)
 AND
GUINNESS' STOUT
"BOAR'S HEAD" BRAND
 (IN QUARTS, PINTS AND SPLITS).
 SAMPLES ON APPLICATION.
 SOLE AGENTS
H. PRICE & CO..
 WINE AND SPIRIT MERCHANTS.
 12, QUEEN'S ROAD CENTRAL.

Such, however, can hardly be invoked by Siam as precedent necessarily applicable in the case of other Powers which have special interests in Siam, as is the case with ourselves. Finally, France admits all the Asiatic subjects and *protégés* to the full rights of Siamese subjects, and is in particular to the rights of acquiring real property, of free residence, and of free circulation. This, it would at first sight seem, is a concession which will apply automatically to the subjects of other Powers enjoying a most-favored-nation clause with Siam.

THE OPIUM AGITATION

Two leaders in the agitation against the opium traffic promoted by foreigners are at present in the S. statement, says the Shanghai Daily News. One of them, in a speech on Sunday, remarked in regard to China's weakness and inability to suppress the traffic that "London is convinced and New York is convinced only Shanghai and Peking are sceptical." The situation confronting us has been summed up more nearly and with closer accuracy, unless to Shanghai and Peking, and been added the names of a goodly number of other places in the Empire, where foreign agents are to be found. Setting aside the fact that the value of a commercial edict is better understood in America, the facts recorded by missionaries meeting by missionaries who would insist upon noting signs of hopefulness rather than reverse, were full justification for any hesitancy to believe that the Chinese Government is so powerful or so actively self-destructive to effect great reform among its people.

Chihli, Manchuria and Shensi, considering the fact that the latter has been patently a field of crusade; but we have noted, with regret that within 200 miles of Tientsin, in the counties out of eleven the Decree is no more than a letter. The great central provinces, such as Hubei, Viceroys Chang Chih-tung under the immediate eye; and nowhere, except in the real action of strong anti-opium officials, has real action as a result of the edict, been shown. So far evidence of a self-cleaning of the drug addicts, students of medicine, especially among newly recruited troops, has been gladly observed; thus, encouraging signs as they are called, who wish China well, may be regarded as more directly due to education than to coercion measures. The Chinese Government, in its decrees, but has no effective machinery to press it to carry out its decrees.

The moral responsibility of those engaged in bringing opium into China, is of course, increased by the fact that the amount brought in India is, in the words of Mr. Archibald Hill, "a drop in the bucket," and that, were there to cease to-morrow China would be hardly affected at all. Here and there, even to the solitary advocates can be found for the opium as a valuable and necessary stimulant rather than a curse; such advocates are few in a hopeless mission. The traffic must be considered as being condemned as "morally indefensible." There are, however, many other equally indefensible morally; war and secret societies suggest themselves immediately, and has obviously run from the day when either belong to the past. And because the Government is not yet a missionary of an anthropic institution, but has to make sense of British interests are not being exploited before pretences at Peking, it must, in our wisdom, wait for more definite proof than has yet given, before it fulfils the obligation which it has contracted itself. That the fulfilment have no doubt, and ungrudging to allow itself to be hoodwinked would be a poor policy from a British point of view, unless to the cause of reform in China.

It is just a danger that those who are busy denouncing the traffic with the object of

CHINESE BETROTHALS.

A writer in the *Foohoon Echo* says sometimes happens that a girl who has been betrothed to some fellow who is worth more than worthless, is able to buy her out. Though this is very difficult to do, it often happens from a life of horrible misery. In one case where a young lady is teaching on the most meagre salary, but pays for each month to redeem herself and has reduced the amount of the debt from one hundred dollars to twenty-four dollars and fifty cents to-day. One reason why she does so is permanent is because they are put in and are in the nature of a contract which is very enforceable law. In the face of such evidence "breach of promise" suits are easily proved, and occur very often, perhaps than at home. Betrothed is a rule, do not know what each other at all fact, do not see each other at all. The marriage ceremony is a rather painful pattern occurred here recently. One talented and attractive young man was betrothed to a young lady who attended one of the in Foochow. Never having seen being desirous of knowing some general appearance he sought her identity. To this end, there is a parcel of a certain pattern he thought he could recognize her by on her way to church. It happened that the young lady did not act on the following Sunday, and the young lady carried her parcel of the same pattern on that particular day. He watched eagerly to see his betrothed, and was overjoyed to see what a lady walked beneath the pattern. He had chosen. For pattern he cherished the precious the young lady in his heart, and thrilled with delight at the prospect so fair a bride. But, alas, it is

THE
ROBINSON PIANO
CO., LTD.

TALKING MACHINES

RECORDS.

NEW STOCK JUST ARRIVED

LARGE AND VARIED ASSORTMENT

MUSIC:

AND

the
ate
ity

JUST ARRIVED.

the young lady about whom so many true thoughts had sprung up was not to be, and that his betrothed was far inferior in intellect, character, and appearance. The result of his fresh discovery was almost too painful to bear, and the young man's feelings to-day are better imagined than described. But be it still is the fatal necessity of marrying a living with one who is not of his own choice, and with whom there can never be any affection or happiness.

THE BRITISH CHAMBER OF
COMMERCE IN PARIS.

The annual report for 1905 of the Board of Chamber of Commerce in Paris contains, on other interesting matter, details of the continued activity of the Chamber in connection with the question of the importation of British marks and designs into France. It has emphasized representations to Continental Governments which have been detected marking their goods as English, with satisfactory results, which are a credit to the Chamber's action, the Government has authorized the Customs to seize goods bearing marks which may constitute a false indication of British origin. A particularly flagrant case of the illegal importation of "Redditch" on needles of German manufacture came to the Chamber's notice in the latter part of 1904 and has been the subject of correspondence with the Needle Trade Association in the United Kingdom. The Chamber's new possession corporate capacity, is considered the advisability of bringing a test case against the repression of the most flagrant action of the Chamber has established a Canadian and is making representations to Colonial extension of the Franco-Canadian Convention of February, 1893. The Government has a list of Canadian products which would command a sale in France of a minimum tariff.

WINDFALLS FROM THE TRUTH
KNOWLEDGE.

1. Being genuine and untouched except the answers to a paper on "Generalization as to the pupils of a large private school."

2. The modern name for a goblin is vindex.

3. "Decible dawning" is when you are unable to sell at retail.

3. To dog a man's footsteps" is to shadow after him.

4. Common sense is sense that you think about a bit before you see it.

5. Peers is the property of a peer.

6. Amatory verses are verses composed amatory.

7. Income is a yearly tax.

8. "Reductio ad absurdum" means there is no sense in reduction.

9. Yew is a sho-sheep.

10. Dodo means "You are the quarry, ditto?"

11. Dodo is a bird that is nearly extinct.

12. A knave is a man who shows places in Church.

13. Mr. Balfour is a man who of people and then wrote a book.

14. Making someone understand is called "Exasperating."

The last definition, it is easy to examine cordially endorsed.

How to BE BEAUTIFUL.—Keep complexion, Mrs. Ellen's Crème Châleuse, Charmant and Special Skin Tonic. Charmant will enable you to retain the Specialties for the Skin are the best for the lifetime. A. S. Watson & Co., Ltd.

INTIMATION S. MOUTRIE & CO., LTD.

THE PIANOFORTE AND
MUSIC WAREHOUSE.

SOLE AGENTS
FOR
RACHEL, PLEYEL, ROSENKRANZ,
KEMMLER, HOFF & HOFF,
HOPKINSON, KOCH & KOE-
SELT.

PRICES FROM \$100.
The Latest GRAMOPHONES & RECORDS
always in stock.

SOLE AGENTS for the
GRAMOPHONE AND TYPEWRITER
Co., Ltd.

S. MOUTRIE & CO., LTD.,
York Building, Chater Road,
Hongkong, 13th April, 1907.

Cunliffe, Russell & Co.
The Pioneer Experts in Premium Bonds.
10 & 12, Place de la Bourse,
PARIS.
SECURITIES issued by PARIS
European Gov'ts and
Municipalities offering
prospects of immense returns. PAMPHLETS
To be purchased for cash or on the
"Times" system of monthly payments.
CUNLIFFE, RUSSELL & CO. being the oldest estab-
lished firm of dealers in Premium Bonds in the
world, offer advantages absolutely un-
obtainable elsewhere. Bonds guaranteed.
Exceptional facilities for payment. Numbers
checked after every drawing. Resulted Draw-
ings in English. Prizes collected free of charge.
Bonds purchased "at sight." Loans granted
on Premium Bonds. Services continue until
last Bond drawn. All transactions confidential.

Abbey's Effer- vescent Salt

Abbey's Salt, as a beverage,
makes a delightfully cooling
and tonic drink.

Abbey's Salt, as a medicine,
aids digestion, keeps the
Bowels regular, touches up the
Liver and tones the Stomach.

Abbey's Salt, by making a
bad Stomach good, keeps the
whole system in perfect order.

Try Abbey's Salt, and you
will probably regret you
didn't know about it sooner.

Sold in two sizes by all Chemists and Stores,
and by Watkins, Ltd., and A. S. Watson,
Ltd., Hong Kong.
The Abbey Fruit Salt Co., Ltd.,
144, Queen Victoria Street, London, E.C.

Apollinaris

"The Queen of Table Waters."

SUPPLIED UNDER ROYAL WARRANTS
OF APPOINTMENT TO

His Majesty King Edward VII.
AND
His Royal Highness the Prince of Wales.

"THE EAST OF ASIA."
(Published Quarterly.)

CONTAINING Articles of Special Interest
Profusely Illustrated, descriptive of the
people, customs, &c., of the Far East.
The kindly Press critic says, both Continental
and American, that the production of this
Magazine has evoked the eloquent testimony of
its sterling merit of the publication.

Price \$1.50.
On Sale at "NORTH CHINA HERALD"
OFFICE, Shanghai;
Messrs. KELLY & WALSH,
Hongkong;

and all leading Booksellers in the Far East.

SCIENTIFIC MISCELLANY.

BRAIN SURGERY—TWO PUPILS IN ONE EYE—
BRITAIN'S LAND ACQUISITION—THE
NUN'S DUST RING—AN EXAMPLE FROM THE
LAND OF SCIENCE—A NEW INDUSTRY FOR
IRELAND'S BOGS—A NEW ELEPHANT—COLOR
PHOTOGRAPHY.

That insanity—especially in early stages—
does not always involve the entire brain has
been taught by Dr. Bernard Hollander for five
or six years, and he has shown that in certain
cases cure may be effected by surgical operation.
A year and a half ago he trephined the skull of
a middle-aged physician, removing an excess of
cerebrospinal fluid that had been pressing upon
the brain in the spot to which the disease had
been traced. The patient had been kicked in the
head by a horse seven years before, and had
since suffered from severe headache, neuralgia
and partial paralysis, becoming emotional, irri-
table, profane and melancholy. Since the
operation his mental and physical health have
been perfect. Dr. Hollander would establish
special brain hospitals, in which mental and
nervous diseases would be studied and treated
by specialists, and would have no patient sent
to an asylum until fully proven to be incurable.

The singular case of a divided pupil in a
young man's left eye—the result of unknown
injury in childhood—has been recorded by an
Italian oculist. The ordinary pupil is elliptic,
being about a twelfth of an inch broad and a
fourth as high, and the second pupil, having
about the same size and shape, is usually hidden
by the upper eyelid, being at the upper portion
of the iris. Both pupils are immovable in the
strongest light. With both eyes or the upper
left pupil alone vision is about normal, but with
the lower left pupil alone object's appear
confused.

The British Coast Erosion Committee
rejoices over the discovery that the sea has
added 30,752 acres to the British Isles in 25
years, and carried away only 410 acres. This
paid out of has been valuable, however, while
the sandbanks added may remain useless for
many years.

Growing in favour seems to be the theory
that a ring or ellipse of tiny fragments of solid
matter extends outward from near the sun in a
plane nearly corresponding to that of the earth's
orbit and reaching beyond the orbit of our
planet. Varied evidence suggests that the earth
is plunging through such a ring or dust cloud.
The bright Zodiacal Light may be the reflection
of sunlight from an enormous number of such
particles in the direction of the sun the scarcely
detected Gegenschein or "opposite light" glow
opposite the sun—may be the reflection from
particles beyond the earth, and the faint
Zodiacal Band extending around the heavens
between these two glows may represent the
lighting of the dust cloud as its density lessens
with increase of the angle from the sun. These
fragments are being constantly drawn to the
earth—a very few falling as stones of weights
ranging up to hundreds and even several thou-
sands of pounds, though most of them are
particles, of only a few grains in size. Mr. W. F.
Denning estimates that more than 100 meteor
showers occur every night, those of the daytime
being unseen; and another estimate is that from
100 to 200 tons of meteoric matter must be
captured daily, representing perhaps hundreds of
millions of individual meteors. Prof. Nicholson
has calculated that the particles in the earth's
path, large enough to become visible as shooting
stars, must average about 250 miles apart,
density sufficient to give the Zodiacal Light and
similar phenomena.

One of the great developments of science and
system in the German chemical industry. This
has existed hardly 30 years, but the 1907 pro-
duction of its 9,000 factories and 200,000
employees is expected to reach \$357,000,000.
Success is due to army of scientific workers.
One plant alone has 190 chemists engaged in
the search for new products, and their skill has
been bought by years of study and investigation.
Another secret of great results is that factories
combine and cooperate, lessening waste by as-
signing specialties to each concern. The annual
products of the German chemists include a
million tons of sulphuric acid, half a million tons
of soda, five-sixths of the dyes used in the world,
and 310,000,000 of quinine antipyrine and
antiferrine.

Though alcohol was obtained from past as
long ago as 1870, the first attempt at manu-
facture on an industrial scale seems to have been
begun by Reyaud in Denmark in 1915. The
peat was heated with dilute sulphuric acid, and
the sugar solution so obtained was fermented
with special yeast. In this way some thousands
of gallons of alcohol were produced last year at
Aalborg. The fermented liquid, however, con-
tained not more than one per cent. of alcohol,
and the concentration of so weak a spirit
promised very doubtful profit. Better results
are claimed from independent experiments by
Herr Prestidius and Baron Fock. Ordinary
peat containing 62 per cent. of water was boiled
15 minutes with dilute sulphuric acid in a copper
vessel, under a pressure of three atmospheres,
and the liquid was then pressed out, the excess
of acid neutralized with chalk, and after filtra-
tion the resulting solution was fermented. This
product yielded 51 per cent. of alcohol, corre-
sponding to about 20 gallons of absolute alcohol
from 500 pounds of peat.

An extraordinary pair of elephant tusks,
lately shown in London, measure in length 11
feet 5 inches, and 11 feet respectively, but each
has a girth at the base of only 18 inches, and
together they weigh but 293 pounds. The
great length and slenderness of these tusks, as
contrasted to usual comparatively short and
stout ones, has suggested to Professor Howland
Wood that there may be two races of elephants
in East Africa, the supposed source of the tusks.
Absence of wear at the end of tusks indicates
that the elephant differed from the common ones
in not digging for roots.

The new art has assumed such importance
that a "Society of Color Photographers" has
been organized in London for the interchange of
experiences, and specimens and a special
monthly journal has been established as a
supplement of the *British Journal of*
Photography. A summary of British patents
in color photography goes back to 1876.

SHARE REPORT.

Messrs. Erich Georg & Co. say in their
weekly share report, dated May 11th, 1907.—
We have to report upon a very dull week, hardly
any transactions having been reported, the
market closing decidedly weak for most stocks.
The sterling demand and rate of exchange on London
is 2. 14 1/2d., while rates on Shanghai and vice
versa are unchanged. Barometer in London is
quoted 30.1, and Consols 255.1-1.16.

BANK SHARES.—Small share of Hongkong
and Shanghai Bank has been effected at \$915,
and Bank of China at \$101; the London rate is
2102. Nationals are quoted at \$51.

MARINE INSURANCE SHARES.—A few
Union sold at \$770. China Traders, Yangtze, and
North China are unchanged, but Cantons
have receded to \$25.50.

FIRE INSURANCE SHARES.—Hongkong
are on offer at \$13 without attracting attention,
and Chinas have fallen to \$24.50, after a
small rise at \$25.

SAVING SHARES.—A few Hongkong,
Canton and Macao Steamship changed hands
at \$1, at which figure the market closes steady.
Indos have been done in a small way at \$71,
and more shares could probably be got; the Shanghai
rate is 15.50. China and Manilas are placed at
\$15.50. Douglases sold at \$33 to \$39, and
can be placed at \$34.50. Star Ferries are
unchanged. Shell Transporters are in some
demand at 47.50. The London rate having
advanced to 47.50, Union Waterworks have
been done at \$12 and \$12.50 and are wanted at
latter rate.

REFINERIES.—China Sugars have improved
slightly, selling at \$120, at which rate a few
more can be placed. Lurons are unchanged.
MINING SHARES.—Charbonnages can be
placed at \$450. Rarba have sellers at \$7.
Chinese Engineering and Mining Company
Shares have buyers at \$14.50.

DOCKS, WHARVES, GODOWNS, &c.—A few
Hongkong and Whampoa Docks sold at \$115,
but shares are obtainable now at \$111. Shang-
hai Docks sold locally at \$11 and \$11.50, the Shanghai
rate, as wired to us, is \$11.80. Shanghai and
Hongkong Wharves are quoted in the north \$11.
217; here there are buyers at \$11.215. Other
stocks under this heading are unchanged.

LANDS, HOUSES AND BUILDINGS.—Hong-
kong Lands are on offer at \$107 to \$107.
Hampshire sold to a limited extent at \$11, but
have further sellers. Shanghai Lands are
quoted in the north \$11.105 for old, and \$11.
103 for new shares. West Points are on offer
at \$18. Other stocks under this heading are
unchanged and without sales.

COTTON MILLS.—Shanghai rates are un-
changed, Hongkong Cottons sold are on offer
at \$115.

TEXTILE MANUFACTURING COMPANIES.—
China Light and Powers fetched \$7, closing
steady. Hongkong Electric have inquiries
at \$15 ex the dividend of \$1 per share
paid on 9th instant. Hongkong and China
Gas Company Shares have buyers at \$175.
Dairy Farms are quieter at \$15. Green Island
Cement Company Shares sold at \$19 to \$18.60,
closing with buyers at \$18.50. Ordinary United
Asbestos Shares are wanted at \$ 8.00. Other
stocks under this heading are unchanged.

MISCELLANEOUS.—China Provident oban-
ged hands and are offering at \$9. Peak Tram-
ways sold and have buyers at \$12. Langkats
are wanted at \$12.80. South China Morning
Post Shares sold at \$25, but have sellers now at
\$24. Laundries sold at \$7, Watkins at \$4 and
Watsons at \$12. Other stocks under this head-
ing are unchanged.

W. WHITELEY LTD.
Universal Providers,
WESTBOURNE GROVE, LONDON, W.
**THE BIGGEST STORE
IN THE WORLD.**
HIGH QUALITY. MODERATE PRICES.
PROVE IT YOURSELF.
General Illustrated Catalogue (free paper), or
any Departmental List sent free to hand-fax
applicants.

TO LET—FURNISHED.
NO. 2 STEWART TERRACE, PEAK;
Apply to—
F. PAGET HETT,
39, 41 and 43, Des Voeux Road,
Hongkong, 10th May, 1907.

TO LET

IMMEDIATELY, the Capacious Premises
on the Ground-floor of No. 2, PEDDER
STREET, at present occupied by Messrs.
Harris Keeney Co., Ltd.
Apply to—
GILMAN & CO.,
Hongkong, 23rd January, 1907.

TO LET.
IMMEDIATE POSSESSION.
NO. 2, HOLLYWOOD ROAD, and No.
51, POTTINGER STREET.
Apply to—
ARRATON V. APCAR & Co.,
45, Wyndham Street,
Hongkong, 2nd March, 1907.

TO LET.
NO. 2, MACDONNELL ROAD.
Apply to—
COMPRADORE'S DEPARTMENT,
Nippon Yusen Kaisha,
Hongkong, 3rd June, 1905.

TO LET.
OFFICES in KING'S BUILDING and YORK
BUILDING.
A HOUSE in WONG NEI CHONG ROAD,
GODOWNS in PRAYA EAST.
A HOUSE in CLIFTON GARDENS, Conduit
Road.
Apply to—
THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LTD.,
Hongkong, 1st May, 1907.

TO LET.
"GLENWOOD" CHINESE ROAD, suitable
for a Boarding house or Club. Con-
taining 2 Rooms. This property would be
divided into two or more houses to suit tenants.
"SMALL BUNGALOW" containing
Furnished Room with Bathroom and Dressing
Room, Kitchen, &c., Close to Barker Road,
Tram Station. Suitable for one or two
bachelors.
BEACONSFIELD ARCADE, Fine Shops
Offices and Dwelling Rooms.
No. 15, QUEEN'S ROAD CENTRAL,
Top Floor, (over Caldwell MacGregor).
BELLILIOS TERRACE HOUSES,
ROBINSON ROAD.
No. 3, ALBANY.
and use of Piano. Immediate occupation till end
of September, 1907. Cheap rent.
No. 8, BELLILIOS TERRACE, Corner
Homes, 1st Row.
WELLBURN, No. 81, PEAK. 6 Rooms
and Tennis Court.
Apply to—
Linstead & Davis,
3rd Floor, Alexandra Buildings,
Hongkong, 22nd March, 1907.

TO LET.
NO. 8 GRANVILLE AVENUE, Kow-
loon.
Apply to—
HUMPHREYS ESTATE &
FINANCE CO., LTD.,
Hongkong, 21st March, 1907.

TO LET.
REDUCED RENT.
"SUMMER HOUSE" Mount Kellett.
CHEAP. Immediate possession.
Apply to—
PERCY SMITH & SETH,
5, Queen's Road Central,
Hongkong, 8th March, 1907.

TO LET.
POSSESSION FROM 1ST APRIL NEXT.
2 Semi-attached HOUSES, Nos. 13B and
13C, MACDONNELL ROAD, Each
with 7 Rooms, Bath-Rooms, Kitchen, Servants'
Quarter and Grass Tennis Court.
Apply to—
CHUNG CHINAM,
Yan On Marine & Fire Insurance Co., Ltd.
Hongkong, 1st March, 1907.

TO LET.
NO. 23, LEIGHTON HILL ROAD.
Immediate Possession.
Apply to—
THE COMPRADORE,
Nippon Yusen Kaisha,
Hongkong, 4th February, 1907.

TO LET.
IMMEDIATE POSSESSION.
WELLBURN, No. 81 the PEAK.
Apply to—
JAVACHINA-JAPAN LIJN,
York Buildings,
Hongkong, 22nd January, 1907.

TO LET.
NOS. 3 & 5, CAENAVON VILLAS,
Kowloon.
Apply to—
HEWAN & Co.,
No. 15, Connaught Road, West,
Hongkong, 1st May, 1907.

TO LET.
NO. 21, CONNAUGHT ROAD GEN-
ERAL, suitable for Offices and Godown.
Apply on the Premises.
Hongkong, 20th March, 1907.

TO LET

NO. 5, "ORMSBY TERRACE," Granville
Road, Low Rent.
Apply to—
SPANISH PROCURATION,
Hongkong, 33rd April, 1907.

TO LET.
OFFICES No. 6, ICE HOUSE
STREET, Centrally situated and within
easy reach of the principal Banks and business
houses. Apply on the premises to—
TATA & CO.,
Hongkong, 24th December, 1906.

"DARTMOOR."
CONDUIT ROAD.
TO LET.

NOW in the occupation of Dr. Harston
with Six Excellent Rooms and Servants'
Quarters, etc.
Very suitable for bachelor mess.
TERCY SMITH & SETH,
5, Queen's Road Central,
Hongkong, 6th May, 1907.

TO LET.
ONE OFFICE-ROOM on Second Floor
PRINCE'S BUILDINGS.
Apply to—
REUTER, BROECKELMANN & Co.,
Hongkong, 23rd April, 1907.

TO BE LET OR SOLD.
WITH POSSESSION FROM 1ST JUNE—
IN WANCHAI ROAD.
GODOWN, built of brick, with tiled roof,
just thoroughly repaired, about 4000
square feet space, concrete flooring. Suitable
for storage of any kind of merchandise.
Apply to—
Care of "Daily Press" Office,
Hongkong, 3rd May, 1907.

TO LET.
NOS. 3 and 4, OBSERVATORY VILLAS,
Kowloon. Moderate Rental. Tennis
Court and Electric Lights.
Apply to—
ARRATON V. APCAR & CO.,
45, Wyndham Street,
Hongkong, 2nd May, 1907.

TO LET.
"STONHEVED" 35, Robinson Road.
Nos. 27, 29 and 31, SEYMOUR ROAD.
3 New Houses in KENNEDY ROAD, near
Wan Chai.
No. 90 & 91 GODOWN PRAYA EAST.
Apply to—
SAM WANG CO., LTD.,
81, Queen's Road Central,
Hongkong, 13th November, 1906.

TO LET.
2ND FLOOR, No. 12, QUEEN'S ROAD
CENTRAL.
No. 38, CANNING ROAD.
GREENCROFT, GARDEN ROAD,
Kowloon, Redecorated, Electric Light, Tennis
Court.
No. 1, FAIRVIEW, ROBINSON ROAD,
Kowloon.
Apply to—
LEIGH & ORANGE,
1, Des Voeux Road,
Hongkong, 3rd May, 1907.

TO LET.
GROUND FLOOR of No. 4, Des Voeux
Road including a Strong Room and
servants' quarters.
ROOMS on Second Floor of VICTORIA
BUILDING, No. 5, Queen's Road Central, suit-
able for Office.
No. 3, Peddars Hill, comprising of 5 Rooms
without house, occupation from 1st proximo.
Apply to—
DAVID SASSOON & Co. Ltd.,
Hongkong, 26th April, 1907.

TO LET.
NO. 1, WEST END TERRACE, Shamoon,
Canton.
Apply to—
HONGKONG LAND INVESTMENT
& AGENCY CO., LTD.,
Hongkong, 1st May, 1907.

TO LET ON LEASE.
FROM 1ST JANUARY, 1907.
NOS. 6, 8, 10, 12 and 14, HOLLYWOOD
ROAD.
Nos. 1, 2, 3, 4 and 5, SUN WAI LANE.
Apply to—
ARRATON V. APCAR & CO.,
45, Wyndham Street,
Hongkong, 24th October, 1906.

TO LET.
FROM 1ST JULY.
LARGE and SPACIOUS GODOWNS
Nos. 3, 9A, 9B, 9C and 10, PRAYA
EAST, at present in the occupation of the
Admiralty.
Apply to—
HONGKONG LAND INVESTMENT
& AGENCY CO., LTD.,
Hongkong, 1st May, 1907.

TO LET.
FAIRVIEW, No. 1, Robinson Road,
cheerfully situated immediately below
Sir Paul Chater's mansion, containing Six
Commodious Rooms with Verandahs and Large
Halls, has a commanding view of the harbour,
and is in the healthiest locality and has a small
front garden.
Possession can be had from 1st June.
Apply to—
DAVID SASSOON & Co., Ltd.,
Hongkong, 26th April, 1907.

TO LET.
2 FOUR-ROOMED HOUSES at Praya
East, near East Point.
Apply to—
JARDINE, MATHESON & Co., Ltd.,
Hongkong, 3rd January, 1907.

TO LET.
A HOUSE in KNOTSFORD TERRACE,
KOWLOON.
Apply to—
THE HONGKONG LAND INVEST-
MENT AND AGENCY CO., LTD.,
Hongkong, 1st May, 1907.

TO LET.
OFFICES in ALMA ANDRA BUILDINGS.
Apply to—
SECRETARY,
A. S. Watson & Co., Limited,
Hongkong, 23rd April, 1907.

**BENGER'S
FOOD**
Benger's Food, prepared with
fresh new milk, is all food.
It is distinguished from others by the ease with which
it can be digested and absorbed. It can be served
prepared to suit the exact physical condition of the
person for whom it is intended.
Benger's Food is for infants, invalids, and all whose digestive
powers have become weakened through illness or advancing age.
Benger's Food is sold in tins by Chemists, etc., everywhere.

DINNEFORD'S
The Universal Remedy for Acidity of the
Stomach, Headache, Heartburn, Indigestion,
Sour Eructations, Bilious Affections.
The Physician's
Cure for Gout,
Rheumatic Gout
and Gravel.
Safest and most
Effective Agent
for
Regular Use.

You will enjoy
your cocoa if you use
van Houten's
It is a pure soluble cocoa with
a delicious natural flavour, and
is as delightful to the taste as it
is beneficial to health.
Best & Goes Farthest.

Some of the Special Advantages possessed by
The Allenburgs' Foods
The Milk Foods closely approximate in composition to, and are as easy of digestion as Maternal Milk.
They provide a perfect diet for the formation of firm flesh and strong bone.
The Milk Foods are absolutely free from any noxious germs, and hence are far superior to cow's milk as
obtained in towns, especially in hot weather.
No diarrhoea, digestive or stomach troubles need be feared from the use of the "Allenburgs' Foods."
The "Allenburgs' Foods" are three in number, and so graduated as to provide the maximum amount of nourish-
ment that the child is able to digest at the period of life for which the foods are respectively recommended.
Allen & Hanburgs Ltd., Lombard St., London, Eng.
Milk Food No. 1
For infants from birth to three months of age.
Milk Food No. 2
For infants from three to six months of age.
Malted Food No. 3
For infants of six months and upwards.

SHIPPING.

ARRIVALS.

C. APCAR, British str., 1,720, L. D. A. Thomas, 12th May—Singapore 7th May, General—D. Sassoon & Co.
 CHONGCHING, British str., 1,256, S. J. Payne, 10th May—Tientsin 4th May, General—Jardine, Matheson & Co.
 CHUYEN, Chinese str., 1,177, C. Stewart, 11th May—Shanghai 8th May, General—Chinese.
 DOROTHY, British str., 2,426, J. N. Wilson, 11th May—Shanghai 7th May, General—Melchers & Co.
 FUKUSHU MARU, Japanese str., 1,490, T. Ito, 11th May—Amoy 8th May, General—Osaka Shosen Kaisha.
 HAICHING, British str., 1,267, A. E. Hodgins, 12th May—Fochow 9th May, Amoy 10th, and Swatow 11th May, General—Douglas, Lapraik & Co.
 HOIHOW, British str., 896, Bryner, 11th May—Sagay 10th May, General—Butterfield & Swire.
 HONGKONG, British str., 11th May, from Canton.
 KUPONG, British str., 1,135, Hooker, 12th May—Tientsin 5th, and Chafso 7th May, General—Butterfield & Swire.
 NICHIEU MARU, Japanese str., 11th May, from Canton.
 NORONA, German str., 550, Mackensen, 11th May—Saigon 5th May, Rise—Order.
 PROCESS, German str., 12th May, from Macao.
 SHOSU MARU, Japanese str., 399, M. Nemoto, 11th May—Shanghai via ports 5th May, General—Osaka Shosen Kaisha.
 SINGAP, British str., 1,492, J. Matheson, 11th May—Haiphong and Hainow 7th May, General—Butterfield & Swire.
 SULLARD, German str., 11th May, from Canton.
 TAIKOSAN MARU, Japanese str., 1,506, N. Nagata, 11th May—Kuchinatsu 6th May, General—Mitsui Bussan Kaisha.
 TAIYUAN, British str., 1,439, L. Dawson, 10th May—Kuchinatsu 6th May, General—Butterfield & Swire.
 TIENTSIN, German str., 778, T. C. Hansen, 11th May—Haiphong 7th and Hainow 10th May, General—Jensen & Co.
 YAHKO MARU, Japanese str., 2,499, J. Sumita, 11th May—Bangkok, Rive Stacey & Co.

DEPARTURES.

11th May.
 Canton Maru, Japanese str., for Canton.
 Chongching, British str., for Shanghai.
 Cople, British str., for Shanghai.
 German, German str., for Sydney.
 Hongkong, British str., for Amoy.
 Hainow, British str., for Hainow.
 Jacob Dunder, German str., for Hainow.
 Kaifeng, British str., for Cebu.
 Kung Maru, Japanese str., for Kobe.
 Meiow, British str., for Singapore.
 Meiow, American str., for Shanghai.
 Nansang, British str., for Singapore.
 Nansang, British str., for Canton.
 Nansang, German str., for Shanghai.
 Nansang, German str., for Hainow.
 Nansang, German str., for Manila.
 12th May.
 Appalachi, British str., for Moji.
 Carl Diederichsen, German str., for Haiphong.
 Hainow, German str., for Hainow.
 Kung Maru, Japanese str., for Swatow.
 Meiow, Chinese str., for Amoy.
 Meiow, British str., for Shanghai.
 Yeddo, British str., for Shanghai.

SHIPPING REPORTS.

The British str. *Hainow* reports: Light North-easterly and easterly, wind cloudy and rain.
 The British str. *Dorothy* reports: Fine though hazy weather light E. N. E. breeze.
 The British str. *Chongching* reports: Light North-easterly, to, rain and smooth sea, latterly fine.
 The British str. *Haiching* reports: Fochow to Amoy light variable wind and thick rainy weather, Amoy to Hongkong, light variable winds and fine weather.

VESSELS IN DOCK.

May 12th.
 ABERDEEN DOCKS.—*Sorsogon*, *Tytilap*, *Y. Sinfu*, *Haiphong*, *Amir*, *Benom*, *Hainow*, *Milner*, *Suzang*, *Charles*, *Horizon*, *Son U*, *Hongkong Maru*, *Prothos*, *Consolidation*.
 KOWLOON DOCKS.—*Appalachi*.

VESSELS ON THE BERTH

COMPAGNIE DES MESSAGERIES MARITIMES.

FOR SHANGHAI, KOBE AND YOKOHAMA.

THE Company's Steamship

"OCEANIAN."

Captain Magnus, will be despatched for the above ports on or about MONDAY, the 13th inst.

For Freight or Passage, apply to G. DE CHAMPEAUX, Agent.

Hongkong, 8th May, 1907.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship

"GREGORY APCAR."

Captain S. H. Nelson, will be despatched for the above ports TO-MORROW, the 14th inst., at Noon, instead of as previously advertised.

For Freight or Passage, apply to DAVID SASSOON & Co., Ltd., Agents.

Hongkong, 10th May, 1907.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOCHOW.

THE Company's Steamship

"HAICHING."

Captain A. E. Hodgins, will be despatched for the above ports TO-MORROW, the 14th inst., at 11 A.M.

For Freight or Passage, apply to DOUGLAS, LAPRAIK & Co., General Managers.

Hongkong, 11th May, 1907.

"SHIRE" LINE OF STEAMERS LIMITED.

FOR LONDON AND ANTWERP.

THE Steamship

"FLINTSHIRE."

Will be despatched for the above ports on or about MONDAY, the 3rd June.

For Freight and Further Particulars, apply to SHEWAN, TOMES & Co., Agents.

Hongkong, 11th May, 1907.

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k." nearest Hongkong "h." midway between Hongkong and Kowloon "m." and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

SECTIONS.

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAMES	FLAG & REG.	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON &c. via USUAL PORTS OF CALL	DELHI	Brit. str.	—	J. D. Andrews	P. & O. S. N. Co.	On 18th inst. at Noon.
LONDON & ANTWERP	FORMOSA	Brit. str.	—	B. W. H. Snow	P. & O. S. N. Co.	About 22nd inst.
LONDON & ANTWERP	FLINTSHIRE	Brit. str.	—	Ailland	SHEWAN, TOMES & Co.	About 3rd June.
MARSEILLES &c. via PORTS OF CALL	SALAZIE	French str.	—	Eckhorn	MESSAGERIES MARITIMES	To-morrow, at 1 P.M.
MARSEILLES, HAVRE, COPENHAGEN, &c.	DOROTHY	Den. str.	—	—	MELCHERS & Co.	About 10th inst.
MARSEILLES, HAVRE, ANTWERP & HAMBURG	SENEGAMBIA	Ger. str.	k.w.	—	HAMBURG-AMERIKA LINIE	About 15th June.
COPENHAGEN & RUSSIAN, SCANDINAVIAN PORTS	PETRONIA	Den. str.	—	—	MELCHERS & Co.	On 22nd inst. at Noon.
HAMBURG, via PORTS OF CALL	BATENA	Ger. str.	—	—	HAMBURG-AMERIKA LINIE	On 17th inst.
HAVRE, BREMEN & HAMBURG via STRAITS &c.	BRISGAVIA	Ger. str.	k.w.	Girstenbrau	HAMBURG-AMERIKA LINIE	On 14th June.
HAIPHONG & HAMBURG via STRAITS &c.	SEGOWIA	Ger. str.	—	Schoenfeldt	HAMBURG-AMERIKA LINIE	On 21st inst.
TRIESTE &c. via SINGAPORE, &c.	TRIESTE	Aus. str.	—	D. Mistrorigo	SANDER, WIELER & Co.	On 29th inst.
NAPLES, PLYMOUTH, HAVRE & HAMBURG	HOHENSTAUFEN	Ger. str.	k.w.	Jäger	HAMBURG-AMERIKA LINIE	About 15th inst.
DURBAN	HELIOPOLIS	Brit. str.	—	Kelley	GIBB, LIVINGSTON & Co.	On 18th inst.
NEW YORK	ERROLL	Am. str.	—	—	DODWELL & Co., Ltd.	About 12th June.
NEW YORK	NORMAN PRINCE	Am. str.	—	Barrett	ARNHOLD, KARBURG & Co.	On 22nd inst. at Noon.
VANCOUVER via SHANGHAI JAPAN, &c.	MONTEAGLE	Brit. str.	1 m.	Shubson	CANADIAN PACIFIC R. Co.	On 6th June, at 4 P.M.
VANCOUVER via SHANGHAI JAPAN, &c.	EMPEROR OF JAPAN	Brit. str.	2 m.	T. W. Garlick	DODWELL & Co., Ltd.	On 8th June.
VICTORIA (B.C.) & TACOMA via JAPAN	TRIESTE	Am. str.	—	—	TOYO KISEN KAISHA	On 22nd inst. at Noon.
CALLAO, IQUIQUE, via JAPAN PORTS, &c.	KARATO MARU	Brit. str.	—	—	CHINA COMMERCIAL S.S. Co.	About 25th inst.
SALINA CRUZ, MEXICO, via MOJI JAPAN	TAIYUAN	Brit. str.	1 m.	L. Dawson	BUTTERFIELD & SWIRE	To-day, at 4 P.M.
AUS. RAILWAY PORTS via MANILA	PRINZ WALDEMAR	Ger. str.	—	W. von Senden	MELCHERS & Co.	On 23rd inst. at Noon.
AUSTRALIAN PORTS via PORT DARWIN	EASTERN	Brit. str.	—	McArthur	GIBB, LIVINGSTON & Co.	On 1st June, at Noon.
JAPAN	TAIYUAN	Dut. str.	—	Pander	JAVA-CHINA JAPAN LINE	Quick despatch.
KOBE	TSINAN	Brit. str.	1 m.	C. Lindbergh	BUTTERFIELD & SWIRE	On 25th inst. at 4 P.M.
YOKOHAMA & KOBE	PRINZ SIGISMUND	Ger. str.	—	Leuz	MELCHERS & Co.	About 20th June.
YOKOHAMA & KOBE	KITAI	Dut. str.	—	—	BUTTERFIELD & SWIRE	On 15th inst. at 4 P.M.
TSINGTAO, CHEFOO & NEWCHWANG	NANCHANG	Brit. str.	1 m.	S. J. Farne	BUTTERFIELD & SWIRE	On 15th inst. at 4 P.M.
TSINGTAO, CHEFOO & NEWCHWANG	CHONGSHING	Brit. str.	1 m.	G. Hooker	BUTTERFIELD & SWIRE	On 17th inst. at 4 P.M.
TIENTSIN	KUDICHOW	Ger. str.	k.w.	Mawley	HAMBURG-AMERIKA LINIE	On 20th inst.
SHANGHAI, KOBE & YOKOHAMA	HANGHOU	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	To-day, at 4 P.M.
SHANGHAI	OCEANIAN	Freng str.	—	Maguen	MESSAGERIES MARITIMES	About 13th inst.
SHANGHAI, KOBE & YOKOHAMA	SHOSU MARU	Jan. str.	—	M. Nemoto	OSAKA SHOSHUN KAISHA	To-morrow, at 9 A.M.
SHANGHAI via SWATOW, AMOY & FOCHOW	CHOYANG	Brit. str.	—	A. E. Sandbach	JARDINE, MATHESON & Co., Ltd.	To-morrow, at 4 P.M.
SHANGHAI via NINGPO	OSAKA	Brit. str.	—	W. Hayward	P. & O. S. N. Co.	About 16th inst.
SHANGHAI	YOHOW	Brit. str.	1 m.	J. H. Bruwa	BUTTERFIELD & SWIRE	On 18th inst. at 4 P.M.
SHANGHAI, YOKOHAMA & KOBE	SAN DOMINGO	Dut. str.	—	L. M. Moss	MELCHERS & Co.	About 22nd inst.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	SCHARNHORST	Ger. str.	—	Wavell	BUTTERFIELD & SWIRE	On 25th inst. at 4 P.M.
SHANGHAI	KUOKANG	Brit. str.	—	W. B. Hickey	P. & O. S. N. Co.	About 25th inst.
SHANGHAI, NAGASAKI, MOI, KOBE & YOKOHAMA	SOKOBA	Ger. str.	k.w.	T. Ito	HAMBURG-AMERIKA LINIE	On 2nd June.
SHANGHAI, KOBE & YOKOHAMA	SUKESHA	Ger. str.	—	A. E. Hodgins	OSAKA SHOSHUN KAISHA	On 15th inst. at 8 A.M.
ANPING via SWATOW & AMOY	SHOSU MARU	Jan. str.	—	A. J. Robson	DOUGLAS LAPRAIK & Co.	To-morrow, at 11 A.M.
SWATOW, AMOY & FOCHOW	HAICHING	Brit. str.	—	A. J. Robson	DOUGLAS LAPRAIK & Co.	To-morrow, at Noon.
SWATOW & SHANGHAI	HAINOW	Brit. str.	1 m.	W. P. Bryner	BUTTERFIELD & SWIRE	On 15th inst. at 4 P.M.
MANILA	TEAN	Brit. str.	1 m.	A. Somerville	BUTTERFIELD & SWIRE	To-morrow, at 4 P.M.
MANILA	YUENSANG	Brit. str.	—	T. Meyrick	JARDINE, MATHESON & Co., Ltd.	On 17th inst. at 4 P.M.
MANILA	RUBI	Brit. str.	—	A. Fraser	SHEWAN, TOMES & Co.	On 18th inst. at Noon.
MANILA	ZAFIRO	Brit. str.	—	Jameson	BUTTERFIELD & SWIRE	On 25th inst. at Noon.
HOIHOW & HAIPHONG	SINGAN	Ger. str.	1 m.	F. Semblil	MELCHERS & Co.	To-morrow, at 10 A.M.
KUDAT & SANDAKAN	GREGORY APCAR	Brit. str.	—	S. H. Belson	DAVID SASSOON & Co., Ltd.	On 1st June, at 9 A.M.
SINGAPORE, PENANG & CALCUTTA	TIENTSIN	Brit. str.	1 m.	Monkman	BUTTERFIELD & SWIRE	To-morrow, at Noon.
CEBU & ILOILO						On 25th inst. at 4 P.M.

HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon midships. Electric Light, Perfected Cuisine. SURGEON and STEWARDESS carried. All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS.	CAPTAIN	FOR	SAILING DATE.
RUBI	2540	R. W. Almond	Manila	On 18th May, Noon.
ZAFIRO	2540	A. Fraser	Manila	On 25th May, Noon.

For Freight or Passage apply to

SHEWAN, TOMES & CO.,
GENERAL MANAGERS.

Hongkong, 4th May, 1907.

HONGKONG-NEW YORK.

AMERICAN ASIATIC STEAMSHIP COMPANY.

FOR NEW YORK VIA PORTS AND SUEZ CANAL.

(WITH LIBERTY TO CALL AT THE MALABAR COAST.)

For freight and further information apply to

SHEWAN TOMES & CO.,
GENERAL AGENTS.

Hongkong, 4th March, 1907.

INDO-CHINA STEAM NAVIGATION CO. LIMITED.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR	STEAMERS	TO SAIL
SHANGHAI via NINGPO	"CHOYANG"	Tuesday, 14th May, 4 P.M.
TIENTSIN	"CHEONGSHING"	Wednesday, 15th May, 4 P.M.
MANILA	"YUENSANG"	Friday, 17th May, 4 P.M.

* These Steamers have superior accommodation for First-Class Passengers and are fitted throughout with Electric Light.

+ Taking Cargo on Through Bills of Lading to Chefoo, Tientsin, Newchwang and Yangtze Ports.

For Freight or Passage, apply to JARDINE, MATHESON & Co., LTD.

Hongkong, 11th May, 1907.

EAST ASIATIC CO., LTD.

COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAI.

RUSSIAN EAST ASIATIC CO., LTD.,

ST. PETERSBURG & VLADIVOSTOCK.

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	DATE OF SAILING.
-------------	----------	------------------

MARSEILLES, HAVRE, COPENHAGEN & BALIC PORTS "DOROTHY" ... About 10th May

MARSEILLES, HAVRE, COPENHAGEN & BALIC PORTS "SIAM" ... About 10th June

SHANGHAI, YOKOHAMA & KOBE "SAN DOMINGO" ... About 20th May

COPENHAGEN & ST. PETERSBURG "PETRONIA" ... About 15th June

YOKOHAMA & KOBE "KITAI" ... About 20th June

For Further Particulars, apply to MELCHERS & CO., AGENTS.

Hongkong, 1st May, 1907.

HAMBURG-AMERIKA LINIE. PASSENGER SERVICE.

BY the new steamers, "RHEANIA," "HABSBURG" and "HOHENSTAUFEN." These steamers offer to the public the highest comfort yet attained in ocean travelling. They have very large cabins, provided WITH ONLY LOWER BERTHS. The cabins are amidsip and fitted with fans. Laundry on Board. Doctor and Stewardesses carried. These steamers call at PLYMOUTH homeward, at SOUTHAMPTON outward and at NAPLES in both directions.

In addition to these boats, the steamers "SCANDIA" and "SILESIA" carry first-class passengers. Return tickets issued at reduced rates available for two years. Through tickets to be had to New York via Naples and Hamburg.

OUTWARD.

FOR SHANGHAI, KOBE, YOKOHAMA.

SILESIA ... 2nd June

SCANDIA ... 2nd July

HABSBURG ... 1st August

RHEANIA ... 1st September

HOHENSTAUFEN ... 1st October

HOMEWARD.

FOR THE STRAITS COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, PLYMOUTH, HAVRE & HAMBURG.

HOHENSTAUFEN ... 29th May

SILESIA ... 12th July

SCANDIA ... 9th August

HABSBURG ... 6th September

FREIGHT SERVICE.

NEXT SAILINGS OUTWARD.

ABERLOUR ... FOR SHANGHAI, KOBE & YOKOHAMA ... 20th May

SILESIA ... FOR SHANGHAI, KOBE & YOKOHAMA ... 2nd June

SAMBIA ... FOR SHANGHAI, KOBE & YOKOHAMA ... 10th June

SAXONIA ... FOR SHANGHAI, KOBE & YOKOHAMA ... 21st June

NEXT SAILINGS HOMEWARD.

BRISGAVIA ... HAVRE, BREMEN & HAMBURG ... 15th May

SENEGAMBIA ... MARSEILLES, HAVRE, ANTWERP & HAMBURG ... 20th May

HOHENSTAUFEN ... NAPLES, PLYMOUTH, HAVRE & HAMBURG ... 29th May

SEGOWIA ... HAVRE & HAMBURG ... 14th June

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP COMPANY.

CONNECTING AT TACOMA WITH

NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR

VICTORIA, B.C. AND TACOMA

VIA

MOJI, KOBE AND YOKOHAMA.

Steamers	Tons.	Captain.	Sailing Date.
TREMONT	9,606	T. W. Garlick	On 8th June

† Cargo only.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND CUISINE. ELECTRIC LIGHT, DOCTOR AND STEWARDESS.

The twin-screw s.s. "SHAWMUT" and "TREMONT" are fitted with very Superior Accommodation for First and Second Class Passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carried in cold storage.

PARCEL EXPRESS TO THE UNITED STATES & CANADA.

For further information apply to—

DODWELL & CO., LIMITED,
GENERAL AGENTS.

QUEEN'S BUILDINGS,
Hongkong, 4th March, 1907.

VESSELS ON THE BERTH

COMPAGNIE DES MESSAGERIES MARITIMES.
FRENCH MAIL STEAMERS.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, AUSTRALIA, ADEN, EGYPT, MARSEILLES, LONDON, HAVRE, BORDEAUX, MEDITERRANEAN AND BLACK SEA PORTS.

THE Steamship

"SALAZIE."

Captain Ailland, will be

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS.
SHANGHAI	OCEANA	About 16th May	Freight and Passenger.
LONDON, &c., via USUAL PORTS	DELHI	Noon, 18th May	See Special Advertisement.
LONDON and ANTWERP	FORMOSA	About 22nd May	Freight and Passenger.
SHANGHAI, NAGASAKI, MOJI, KOBE and YOKO.	SOCOTRA	About 25th May	Freight and Passenger.
HAMA			

For further Particulars, apply to

F. A. HEWETT,

Superintendent.

Hongkong, 11th May, 1907.

CHINA NAVIGATION CO. LIMITED.

FOR	STEAMERS	TO SAIL
SHANGHAI	HANSHOW	On 13th May, 4 P.M.
MANILA, ZAMBOANGA, PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	TAIYUAN	On 13th May, 4 P.M.
HOIHOW and HAIPHONG	SINGAN	On 14th May, 10 A.M.
TSINGTAO, CHEFOO & NCHWANG	TEAN	On 14th May, 4 P.M.
SWATOW and SHANGHAI	NANCHANG	On 15th May, 4 P.M.
TIENTSIN	HOIHOW	On 17th May, 4 P.M.
SHANGHAI	KUEICHOW	On 18th May, 4 P.M.
CEBU and ILOILO	YOHOW	On 23rd May, 4 P.M.
KOBE	TIENTSIN	On 25th May, 4 P.M.
SHANGHAI	TSINAN	On 25th May, 4 P.M.
	KIUKIANG	On 25th May, 4 P.M.

The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled Table. A daily qualified surgeon is carried.

Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.

Taking Cargo and Passengers at through rates or all New Zealand Ports and other Australian Ports.

For Freight or Passage, apply to—

BUTTERFIELD & SWIRE,

AGENTS

Hongkong, 13th May, 1907.

OSAKA SHOSEN KAISHA.

REGULAR STEAMSHIP SERVICE BETWEEN
HONGKONG, SOUTH CHINA COAST PORTS
AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

FOR	THE CO.'S S.S.	LEAVING
SHANGHAI via SWATOW, AMOY and FOOCROW	"SHOSHU MARU"	TUESDAY, 14th May, 2 A.M.
ANPING via SWATOW and AMOY	"FUKUSHU MARU"	WEDNESDAY, 15th May, 8 A.M.

These Steamers have excellent accommodation for First and Second Class Passengers, and are fitted throughout with electric light. First-class Saloon Amidships. Unrivalled Table.

Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

For Freight, Passage, and further information, apply at the Company's local Branch Office at Second Floor, No. 1, Queen's Buildings.

Hongkong, 11th May, 1907.

T. ARIMA, Manager

NORDDEUTSCHER LLOYD. BREMEN. IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS	TO SAIL
NAPLES, GENOA, GIBRALTAR, SOUTHAMPTON, ANTWERP and HAMBURG	"BAYERN"	Wednesday, 22nd May, at Noon.
SHANGHAI, NAGASAKI, KOBE and YOKOHAMA	"SCHARNHORST"	About Wednesday, 22nd May.
MANILA, NEW GUINEA, BRISBANE, SYDNEY & MELBOURNE	"PRINZ WALDEMAR"	Thursday, 23rd May, at Noon.
YOKOHAMA and KOBE	"PRINZ SIGISMUND"	About Friday, 31st May.
KUDAT and SANDAKAN	"BORNEO"	Saturday, 1st June, at 9 A.M.

For further Particulars, apply to

NORDDEUTSCHER LLOYD,

MELOHRS & CO.,

GENERAL AGENTS, HONGKONG & CHINA.

Hongkong, 11th May, 1907.

CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.

LUXURY—SPEED—PUNCTUALITY.

THE ONLY LINE THAT MAINTAINS A REGULAR SCHEDULE SERVICE OF UNDER 11 days Across the Pacific to the "EMPERESS LINE" Saving 5 to 10 days' Ocean Travel.

11 DAYS YOKOHAMA to VANCOUVER.

18 DAYS HONGKONG to VANCOUVER.

PROPOSED SAILINGS. (Subject to Alteration)	LEAVE HONGKONG	ARRIVE VANCOUVER
R.M.S. "MONTEAGLE"	1,613	WEDNESDAY, 22nd May ... 15th June
"EMPERESS OF JAPAN"	6,000	THURSDAY, 6th June ... 24th June
"TARTAR"	4,425	WEDNESDAY, 19th June ... 13th July
"EMPERESS OF CHINA"	6,000	THURSDAY, 4th July ... 22nd July
"ATHENIAN"	3,882	WEDNESDAY, 17th July ... 10th August
"EMPERESS OF INDIA"	6,000	THURSDAY, 1st Aug. ... 19th August

"EMPERESS" Steamers will depart from HONGKONG at 4 P.M.

Intermediate Steamers at 12 Noon.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Special Mail Express, and at QUEBEC with the Co.'s NEW PALATIAL "EMPERESS" Steamships, 14,500 tons register. The through transit to LIVERPOOL being 22 days from YOKOHAMA and 23 days from HONGKONG.

Hongkong to London, 1st Class, via St. Lawrence 280; via New York 262. Intermediate on Steamers ... 240, "and 1st Class Railways ... 242.

R.M.S. "MONTEAGLE", "TARTAR" and "ATHENIAN" carry Intermediate passengers only, at Intermediate rates, affording superior accommodation for that class.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval Military, Diplomatic, and Civil Services, and to European Officials in the Service of China.

For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to D. W. CRADDOCK, General Traffic Agent for China, Corner Pedder Street and Praya opposite Blake Pier.

JAVA-CHINA-JAPAN LIJN

REGULAR THREE-WEEKLY SERVICE BETWEEN

JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJIPANAS	JAVA	First half of May	JAPAN	Second half of May
TJIMAH	JAPAN	Second half of May	JAVA PORTS	Second half of May
TJIBODAS	JAPAN	Second half of May	JAVA PORTS	Second half of May
TJIKINI	JAVA	First half of June	JAPAN	Second half of June
TJULATAP	IN PORT	Second half of June	JAVA PORTS	Second half of June
TJILWONG	JAPAN	Second half of June	JAVA PORTS	Second half of June

The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN.

York Buildings, 1st Floor.

Hongkong, 30th April, 1907.

Telephone No. 875.

NOTICES TO CONSIGNEES

NAVIGAZIONE GENERALE ITALIANA

(Florio and Rabattini United Companies).

NOTICE TO CONSIGNEES.

FROM BOMBAY AND SINGAPORE.

THE Steamship

"ISCHIA,"

having arrived from the above Ports, Consignees

of Cargo by her are hereby informed that their

Goods are being landed at their risk, into the

hazardous and/or extra hazardous Godowns of

the Hongkong and Kowloon Wharf and

Godown Company, Ltd., whence delivery may

be obtained. Perishable Goods to be taken

delivery of immediately.

All Claims must be presented within ten days

of the steamer's arrival here, after which date

they cannot be recognized.

No Claims will be admitted after the Goods

have left the Godowns, and all Goods remaining

undelivered after the 15th inst. will be subject

to rent.

All broken, chafed, and damaged Goods are

to be left in the Godowns, where they will be

examined on the 13th inst., at 9.30 A.M.

No Fire Insurance will be effected.

CARLOWITZ & Co.,

Agents.

Hongkong, 6th May, 1907.

AMERICAN AND ORIENTAL LINE.

NOTICE TO CONSIGNEES.

S.S. "YEDDO,"

FROM NEW YORK AND SINGAPORE.

CONSIGNEES of Cargo by the above-named

vessel and from Alen ex ss. "Merkgraf"

are hereby informed that all Goods are being

landed at their risk into the hazardous and/or

extra hazardous Godowns of the Hongkong and

Kowloon Wharf and Godown Company, Ltd.,

Kowloon, whence delivery may be obtained.

All broken, chafed, and damaged Goods are to

be left in the Godowns, where they will be

examined on the 13th inst., at 9.30 A.M.

No Claims will be admitted after the Goods

have left the Godowns, and all Goods remaining

undelivered after the 15th inst. will be subject

to rent.

All Claims against the Steamer must be

presented to the Underwriter on or before the

17th inst., or they will not be recognized.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

ARNHOLD, KARBURG & CO.,

Agents.

Hongkong, 7th May 1907.

HAMBURG-AMERIKA LINIE.

THE H.A.L. Steamship

"SEGOVIA,"

Captain Schöndorf, having arrived, Consignees

of Cargo are hereby requested to send in their

Bills of Lading for countersignature by the

Underwriter and to take immediate delivery

of their Goods from alongside.

Optional Cargo will be forwarded unless

notice to the contrary be given TO-DAY.

Any Cargo impeding her discharge will be

landed into the hazardous and/or extra hazar-

dous Godowns of the Hongkong and Kowloon

Wharf and Godown Company, Limited, and

stored at Consignees' risk and expense.

All Claims must be presented within ten days

of the steamer's arrival here, after which date

they cannot be recognized.

No Claims will be admitted after the Goods

have left the Godowns, and all Goods remaining

undelivered after the 15th inst. will be subject

to rent.

All broken, chafed, and damaged Goods are

to be left in the Godowns, where they will be

examined on the 14th inst., at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINIE,

Hongkong Office.

Hongkong, 8th May, 1907.

NORDDEUTSCHER LLOYD, BREMEN. IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"GNEISENAU,"

having arrived, Consignees of Cargo are

hereby informed that their Goods, with the

exception of Opium, Treasure and Valuables,

are being landed and stored at their risk into

the hazardous and/or extra hazardous Godowns

of the Hongkong and Kowloon Wharf and

Godown Co., Ltd., Kowloon, whence delivery

may be obtained.

Optional Cargo will be forwarded unless

notice to the contrary be given before

THURSDAY, the 9th inst., at 11 A.M.

No Claims will be admitted after the Goods

have left the Godowns, and all Goods remaining

undelivered after the 15th inst. will be subject

to rent.

All broken, chafed, and damaged Goods are

to be left in the Godowns, where they will be

examined on the 14th inst., at 9.30 A.M.

All Claims must reach us before the 23rd

inst., or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the

undersigned.

NORDDEUTSCHER LLOYD,

MELOHRS & Co.,

Agents.

Hongkong, 9th May, 1907.

MITSU BISHI DOCKYARD AND ENGINE WORKS. NAGASAKI.

CODE WORD: "DOCK."

A.I. A.B.C. and Engineering Code Used

NEW DOCK NOW OPEN.

DOCK No. 3.

Extreme Length ... 722 feet.

Length on Blocks ... 714 "

Width of Entrance on Top ... 964 "

Width of Entrance on Bottom ... 884 "

Water on Blocks at Spring Tide ... 344 "

DOCK No. 1.

Extreme Length ... 523 feet.

Length on Blocks ... 513 "

Width of Entrance on Top ... 88 "

Width of Entrance on Bottom ... 77 "

Water on Blocks at Spring Tide ... 64 "

DOCK No. 2.

Extreme Length ... 371 feet.

Length on Blocks ... 364 "

Width of Entrance on Top ... 66 "

Width of Entrance on Bottom ... 53 "

Water on Blocks at Spring Tide ... 22 "

PATENT SLIP.

Suitable for vessels up to 1,000

TONS.

THE WORKS are well equipped with

LATEST PLANTS and MACHINERY

for undertaking BUILDING and

REPAIRING SHIPS, ENGINES and

BOILER, and also ELECTRICAL

WORK.

A LARGE STOCK OF MATERIAL is

always kept on hand.

The COMPANY has the powerful steamers

"OURA-MARU" (712 tons, 700 H.P.)

specially built for SALVAGE PURPOSES

equipped with necessary gear, always ready

for service.

Short Notice.

1175.

1175.

1175.

1175.

1175.

1175.

1175.

1175.

1175.

1175.

1175.

1175.

1175.

1175.

1175.

1175.

1175.

1175.

1175.

1175.

1175.

1175.

1175.

1175.

1175.

1175.

1175.

1175.

1175.

1175.

1175.

1175.

1175.

1175.

1175.

1175.

1175.

1175.

1175.

1175.

1175.

1175.

1175.

1175.

1175.

1175.

1175.

1175.

POST OFFICE NOTICES.

The *Comet*, with the French mail of the 12th April, left Saigon on Friday, the 10th instant, at 3 p.m., and may be expected here to-day. This packet brings replies to letters despatched from Hongkong on the 5th March.

FOR	PER	DATE
Moji and Kobe	<i>Omura Maru</i>	Monday, 13th, 11.00 A.M.
Macao	<i>Sui Tai</i>	Monday, 13th, 1.15 P.M.
Shanghai	<i>Hangchow</i>	Monday, 13th, 3.00 P.M.
Szechuen	<i>Szechuen</i>	Monday, 13th, 3.00 P.M.
Taiwan	<i>Taiwan</i>	Monday, 13th, 3.00 P.M.
Manila, Zamboanga, Port Darwin, Thursday Island, Coketown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaide, and Perth, Fremantle	<i>Taiwan</i>	Monday, 13th, 3.00 P.M.
Shanghai	<i>Taiwan</i>	Monday, 13th, 3.00 P.M.
Hokkaido and Haiphong	<i>Taiwan</i>	Monday, 13th, 3.00 P.M.
Hollow and Pakhoi	<i>Taiwan</i>	Monday, 13th, 3.00 P.M.
Hollow and Haiphong	<i>Taiwan</i>	Monday, 13th, 3.00 P.M.
Swallow, Amoy and Foochow	<i>Taiwan</i>	Monday, 13th, 3.00 P.M.
Singapore, Penang and Calcutta	<i>Taiwan</i>	Monday, 13th, 3.00 P.M.

Europe, &c., India via Tientsin
(Late Letters 11.00 to 11.30 A.M. Extra Postage 10 cents.)
(Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.)

Macao	<i>Sui Tai</i>	Tuesday, 14th, 1.15 P.M.
Ningbo and Shanghai	<i>Chingyang</i>	Tuesday, 14th, 3.00 P.M.
Manila	<i>Chingyang</i>	Tuesday, 14th, 3.00 P.M.
Shanghai, Moji, Kobe, Yokohama, Victoria, B.C. and Seattle	<i>Taiwan</i>	Tuesday, 14th, 3.00 P.M.
Singapore, Penang and Colombo	<i>Taiwan</i>	Tuesday, 14th, 3.00 P.M.
Nagasaki, Kobe and Yokohama	<i>Taiwan</i>	Tuesday, 14th, 3.00 P.M.
Singapore	<i>Taiwan</i>	Tuesday, 14th, 3.00 P.M.
Macao	<i>Sui Tai</i>	Wednesday, 15th, 1.15 P.M.
Tientsin	<i>Chingyang</i>	Wednesday, 15th, 3.00 P.M.
Tientsin, Chokeo and Newchwang	<i>Chingyang</i>	Wednesday, 15th, 3.00 P.M.
Swallow and Shanghai	<i>Chingyang</i>	Wednesday, 15th, 3.00 P.M.

Manila, Thursday, 14th, Coketown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaide, Perth and Fremantle.
Macao
Manila
Tientsin

SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, HONOLULU and SAN FRANCISCO
(Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents.)

Manila, Thursday, 14th, Coketown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaide, Perth and Fremantle.
Macao
Manila
Tientsin

Manila, Thursday, 14th, Coketown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaide, Perth and Fremantle.
Macao
Manila
Tientsin

Europe, &c., India via Tientsin
(Late Letters 11.00 to 11.30 A.M. Extra Postage 10 cents.)
(Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.)

Manila, Friedrich Wilhelmshafen, Herberstein, Kobe, Maip, Simpsonhafen, Brisbane, Sydney, Melbourne, Hobart, Launceston, New Zealand, Adelaide, Perth and Fremantle.
Cebu and Hilo
Kobe
Shanghai

MACAO, SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, HONOLULU and SAN FRANCISCO
(Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents.)

Port Darwin, Thursday Island, Coketown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaide, Perth and Fremantle.

SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, HONOLULU and SAN FRANCISCO
(Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents.)

THE BEST THE BREWERS BREW

WHEELER'S GUINNESS' STOUT

SAME AS SUPPLIED TO HIS MAJESTY THE KING.

PER CASE OF 8 DOZ. PINTS - - - \$21.00
PER DOZEN - - - - - \$2.75

Sole Agents—

H. RUTTONJEE & SON.

WINE AND SPIRIT MERCHANTS.

Hongkong, 29th March, 1907.

TO-MORROW.

Extraordinary General Meeting, The Man On Insurance Co., Ltd., at Co.'s Registered Office, noon.

COMMERCIAL.

CLOSING QUOTATIONS.

ON LONDON—May 11th.

Telegraphic Transfer 2/11
Bank Bills, on demand 2/11
Bank Bills, at 30 days' sight 2/11
Bank Bills, at 4 months' sight 2/11
Credit, at 4 months' sight 2/11
Documentary Bills 4 months' sight 2/11

ON HAMBURG—May 11th.

Bank Bills, on demand 2/11
Credit, at 4 months' sight 2/11
ON GERMANY—May 11th.

ON NEW YORK—May 11th.

Bank Bills, on demand 5/17
Credit, 60 days' sight 5/17
ON BOMBAY—May 11th.

Telegraphic Transfer 1/53
Bank, on demand 1/53

ON CALCUTTA—May 11th.

Telegraphic Transfer 1/53
Bank, on demand 1/53
ON SHANGHAI—May 11th.

ON HONGKONG—May 11th.

ON MANILA—May 11th.

ON SINGAPORE—May 11th.

ON BATAVIA—May 11th.

ON HAIPHONG—May 11th.

ON SAIGON—May 11th.

ON BANGKOK—May 11th.

GOLD LEAF, 100 fine, per tael \$8.35
BAR SILVER, per oz. 30

OPIUM.

May 11th.

Malwa New \$800 per picul.

Malwa Old \$800 " "

Malwa Y. Old \$800 " "

Patna New \$800 " "

Patna Old \$800 " "

Benares New \$800 " "

Benares Old \$800 " "

Benares Y. Old \$800 " "

Benares Y. New \$800 " "

Benares Y. Old \$800 " "

Benares Y. New \$800 " "

Benares Y. Old \$800 " "

Benares Y. New \$800 " "

Benares Y. Old \$800 " "

Benares Y. New \$800 " "

Benares Y. Old \$800 " "

Benares Y. New \$800 " "

Benares Y. Old \$800 " "

Benares Y. New \$800 " "

Benares Y. Old \$800 " "

Benares Y. New \$800 " "

Benares Y. Old \$800 " "

Benares Y. New \$800 " "

Benares Y. Old \$800 " "

Benares Y. New \$800 " "

Benares Y. Old \$800 " "

Benares Y. New \$800 " "

Benares Y. Old \$800 " "

Benares Y. New \$800 " "

Benares Y. Old \$800 " "

Benares Y. New \$800 " "

Benares Y. Old \$800 " "

Benares Y. New \$800 " "

Benares Y. Old \$800 " "

Benares Y. New \$800 " "

Benares Y. Old \$800 " "

Benares Y. New \$800 " "

Benares Y. Old \$800 " "

Benares Y. New \$800 " "

Benares Y. Old \$800 " "

Benares Y. New \$800 " "

Benares Y. Old \$800 " "

Benares Y. New \$800 " "

Benares Y. Old \$800 " "

Benares Y. New \$800 " "

Benares Y. Old \$800 " "

Benares Y. New \$800 " "

Benares Y. Old \$800 " "

Benares Y. New \$800 " "

Benares Y. Old \$800 " "

Benares Y. New \$800 " "

Benares Y. Old \$800 " "

Benares Y. New \$800 " "

Benares Y. Old \$800 " "

Benares Y. New \$800 " "

Benares Y. Old \$800 " "

Benares Y. New \$800 " "

Benares Y. Old \$800 " "

Benares Y. New \$800 " "

JOINT STOCK SHARES.

Hongkong, May 11th.

COMPANY.

PAID UP. QUOTATIONS.

Alhambra

Bank—

Hongkong & Shanghai

National Bank of China

Bell's Asbestos E. A.

China-Borneo Co.

China Light & P. Co.

China Provident

Cotton Mills—

Ewo

International

Laon Kung Mow

Soyabean

Dairy Farm

Docks and Wharves—

H. & W. Wharf & J.

H. & W. Dock

New Amoy Dock

Shanghai Dock

S'hai & H. Wharf

Fenwick & Co. Geo.

Green Island Cement

Hongkong & C. Co.

Hongkong Electric

Hongkong Hotel Co.

Hongkong Ice Co.

Hongkong Rope Co.

Insurance—

Canton

China Fire

China Traders

Hongkong Fire

North China

Union

Land and Building—

Hongkong Land

Humphrey's Estate

Kowloon Land & B.

Shanghai Land

West Point Building

Mining—

Charbonnages

Kaibei

Peak Tramways

Philippine Co.

Rubber—

China Rubber

Luzon Rubber

Steamship Companies—

China and Manila

Douglas Steamship

L. Canton & M.

Indo-China S.N. Co.

Star Ferry

Do. New

South China M. Post.

Steam Laundry Co.

Stores & Dispensaries—

Campbell, M. & Co.

Powell & Co. Wm.

Watkins

Watson & Co. A. S.

United Asbestos

Do. Founders

Union Waterboat Co.

VERNON & SMYTH.

HONGKONG TIDE TABLE.

From May 12th to 19th, 1907.

To correct Zone Time add 23 min. and 18 sec.

HIGH WATER.

Low Water.

Day of Week.

Hour.

Height.

Day of Week.

Hour.

Height.

Day of Week.

Hour.

Height.

Day of Week.

Hour.

Height.

Day of Week.

Hour.

Height.

Day of Week.

Hour.

Height.

Day of Week.

Hour.

Height.

Day of Week.

Hour.

Height.

Day of Week.

Hour.

Height.

HONGKONG, CANTON, MACAO & WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LD., AND THE CHINA NAVIGATION CO., LD.

HONGKONG-CANTON LINE.

S.S. "HONAM," 2,383 tons, Captain H. D. Jones.
S.S. "FOWAN," 2,338 tons, Captain W. A. Valentine.
S.S. "FATSHAN," 2,280 tons, Captain C. V. Lloyd.
S.S. "KINSHAN," 2,280 tons, Captain C. V. Lloyd.
S.S. "HONGSHAN," 1,995 tons, Captain R. D. Thomas.

Departures from Hongkong to Canton daily at 8 a.m. (Sunday excepted), 10 p.m. (Saturday excepted).

Departures from Canton to Hongkong daily at 8 a.m. and 5 p.m. (Sunday excepted), 9 p.m. from Queen Street Wharf West returning from Canton every Tuesday, Thursday, and Saturday at 5.30 p.m.

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin Accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LD.

HONGKONG-MACAO LINE.

S.S. "SUI-AN," 1,651 tons, Captain E. H. Grainger.

S.S. "SUI-TAI," 1,651 tons, Captain G. F. Morrison.

Departures from Hongkong to Macao on week days at 7.30 a.m. from Douglas Wharf & at 9 a.m. from the Company's Wharf. On SUNDAYS SPECIAL CHEAP EXCURSIONS leaving Hongkong at 1 p.m. from the Company's Wharf.

Departures from Macao to Hongkong on week days at 7.30 a.m. and 2 p.m.

CANTON-MACAO LINE.

S.S. "LUNGSHAN," 2,195 tons, Captain T. Hamilton.

Departures from Macao to Canton on Monday, Wednesday and Friday, at 7.30 a.m. Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 7.30 a.m.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LD., AND THE CHINA NAVIGATION CO., LD.

CANTON-WUCHOW LINE.

S.S. "SAINAM," 388 tons, Captain J. Wilcox.

S.S. "NANNING," 569 tons, Captain A. McKinnon.

One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 a.m., and the other leaves Wuchow for Canton on the same days at 8.30 a.m. Round trips take about 5 days. These vessels have Superior Cabin Accommodation and are lighted throughout by electricity.